

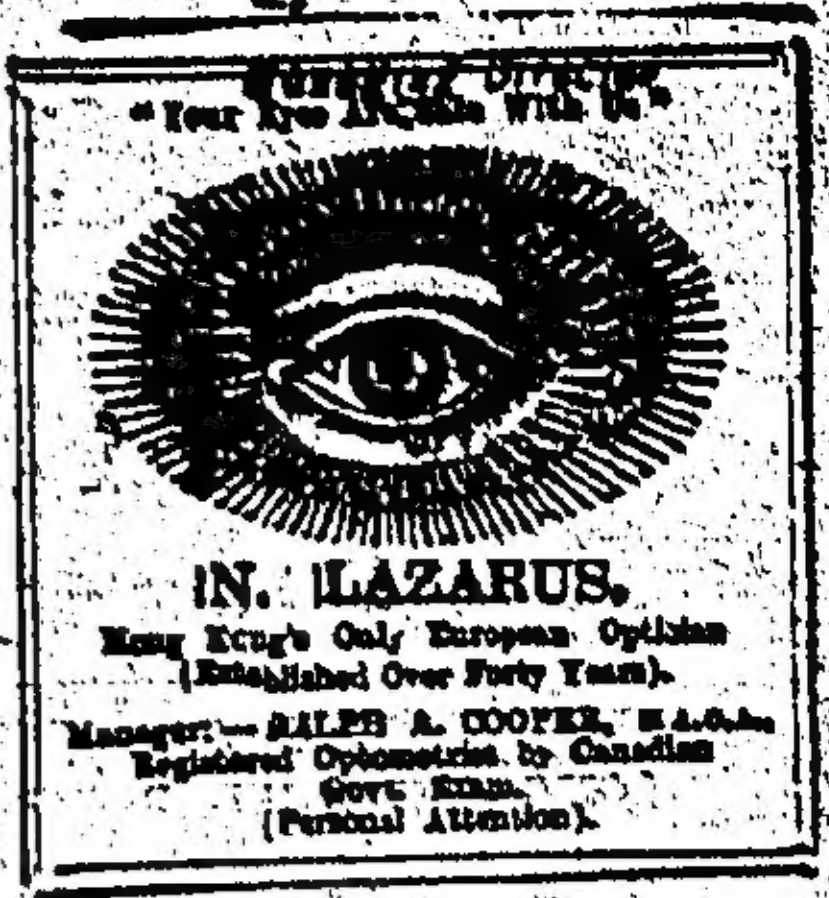
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MASON'S
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SAUCE.

Hongkong Daily Press.

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HONG KONG, WEDNESDAY, APRIL 17, 1929. 叁拜禮 日柒拾月肆年九廿百九仟壹英

Price: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after April 8th, 1929, until further Notice (all previous Time Tables cancelled.)

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Kowloon Dep.	8.40	8.05	8.30	9.15	10.00	10.10	11.10	12.10	1.10	2.10	3.10
Yau Ma Tei Dep.	8.45	8.10	8.35	9.20	10.05	10.15	11.15	12.15	1.15	2.15	3.15
Shatin Dep.	7.01	7.26	7.51	8.36	9.21	9.31	10.31	11.31	12.31	1.31	2.31
Tai Po Dep.	7.15	7.40	8.05	8.40	9.25	9.35	10.35	11.35	12.35	1.35	2.35
Market Dep.	7.20	7.45	8.10	8.45	9.30	9.40	10.40	11.40	12.40	1.40	2.40
Fanning Dep.	7.30	7.55	8.20	8.55	9.40	9.50	10.50	11.50	12.50	1.50	2.50
Shum Shue Dep.	7.35	8.00	8.25	9.00	9.45	9.55	10.55	11.55	12.55	1.55	2.55
Shum Shue Arr.	7.41	8.06	8.31	9.06	9.51	10.01	11.01	12.01	1.01	2.01	3.01
Canton Arr.	7.48	8.13	8.38	9.13	10.00	10.10	11.10	12.10	1.10	2.10	3.10

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Canton Dep.	8.10	8.35	9.00	9.45	10.30	10.40	11.40	12.40	1.40	2.40	3.40
Shum Shue Dep.	7.17	7.42	8.07	8.52	9.37	9.47	10.47	11.47	12.47	1.47	2.47
Shatin Dep.	7.25	7.50	8.15	9.00	9.45	9.55	10.55	11.55	12.55	1.55	2.55
Fanning Dep.	7.30	7.55	8.20	9.05	9.50	10.00	11.00	12.00	1.00	2.00	3.00
Tai Po Dep.	7.40	8.05	8.30	9.15	10.00	10.10	11.10	12.10	1.10	2.10	3.10
Market Dep.	7.45	8.10	8.35	9.20	10.05	10.15	11.15	12.15	1.15	2.15	3.15
Yau Ma Tei Dep.	7.55	8.20	8.45	9.30	10.15	10.25	11.25	12.25	1.25	2.25	3.25
Shatin Dep.	8.01	8.26	8.51	9.36	10.21	10.31	11.31	12.31	1.31	2.31	3.31
Kowloon Arr.	8.17	8.42	9.07	9.52	10.37	10.47	11.47	12.47	1.47	2.47	3.47

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From Macao: 2.00 P.M. "SUI TAI" (Sundays Excepted).

SUNDAY EXCURSION:-
From Hong Kong: SUNDAY, 21st APRIL.
9.00 A.M. "SUI AN" 4.00 P.M. "SUI AN"

LIFE IN MODERN MOSCOW.

PROPAGANDA, A LUNATIC CLUB, AND A WEIRD INTERVIEW.

NOTED SCIENTISTS TALK BEFORE A CORPSE.

OUR SPECIAL RED LETTER.

[By EUGENE LYONS, United Press Staff Correspondent.]

Moscow (U.P.).—Here is a sample of Russian propaganda from which even American publicity men might learn something: The correspondent was in one of the Moscow motion picture theatres when, in the midst of an exciting episode on the screen, a woman's hysterical voice broke the silence. "Vanias! Vanias!" she shouted, "my hundred roubles have been stolen!" Instantly the theatre was in turmoil. A hundred roubles is a lot of money to any Russian audience. The picture was cut and the lights went on. Expressions of sympathy and curses on the thief came from everywhere. People felt their own pockets to discover whether they too had been victimized. The manager exhorted the thief to own up and some neighbours of the woman were searched. Only one person remained calm in this storm. It was the "Vanias" who had been appealed to by the shouting woman. After a few minutes her turn came. She stood up on a seat. "Comrades, I am Vanias," she began. "It's all right. The money was not in cash. It was a bank book, so there is no need to worry. No one can collect on it but the owner." The sympathetic audience sighed its relief. "So you see comrades," Vanias continued, "how much better it is to have the money in the bank than in your pocket. It's safer. What's more, it helps our Socialist Government in its great task of creating a new social order."

Dozens of the expeditions actually discovered huge funds of wealth formerly unknown. Thus a geologic expedition of Karakum, headed by Prof. M. P. Rusakov, found three beds of copper believed to be the richest known in the world to-day. The ore contains 10 per cent copper. A Red-Draped Tomb. The red-draped tomb of Lenin, dim, somewhat musty and mysterious, was the scene of an extraordinary interview granted to the foreign correspondents here by the two scientists who five years ago embalmed the corpse of the venerated leader and are still its custodians. Barely have journalists plied their trade in such an unusual setting. Standing around the glass-enclosed platform on which rest the remains of Lenin, they listened to Prof. V. Vorobiev, anatomist, and Prof. B. Sharyk, chemist, explain their handiwork. Lenin, his hands crossed over the heavy red embroidery which covers the lower half of the body, a shadowy smile hovering on his waxen lips, seemed to be listening.

He was always a good listener in life, say those who knew him, and were just that expression at such times. A large beribboned badge over his heart is the only decoration on the simple khaki-coloured army jacket in which he rests. The scientists are frankly proud of their skill. At least once a week they inspect the body, but so far have not found it necessary to make any repairs. At one point Prof. Vorobiev opened the glass case. He prodded the smooth cheeks of Lenin, pinched the nostrils and moved the ears to show that the dead flesh was still resilient, that it has not mummified. Unchanged Features. In five years there has been scarcely a change in the face. Descriptions of it as "life-like" are exaggerations. It is distinctly a dead, wax-like mask, but remarkably well-preserved anyhow considering the time that has elapsed. Only the hands have begun to shrivel visibly. The right hand especially is discoloured and shrunk. Those who knew Lenin well in life declare that his head and body seem smaller, but the shrinking probably occurred during his years of illness. "New sensational stories are published about the corpse almost every day in the foreign press," one of the scientists said. "We are used to it by this time. It is not true that we expect to preserve the corpse in this condition for ever. 'For ever' is a long time. We can only try to maintain it for a great many years. How many we can't say. This is the first time such a task has ever been undertaken."

A Remembrance. There was nothing morbid or hushed in the voices and attitudes of the two professors. They do not regard the corpse as "holy" and do not wish others to regard it as such. The real Lenin is outside the tomb, they insist, in the hearts and minds of millions of his admirers and disciples. This thing in the glass case is merely a picture, a remembrance. But the hundreds of thousands of simple-minded workers and peasants who have passed that glass case—do they regard it as only a monument? It would be too much to expect. A land which for centuries has worshipped relics. What ever Communist leaders may say, the simple masses come to the wooden mausoleum outside the Kremlin walls as to a shrine, they pass the waxen effigy as though it were the miraculously preserved body of a saint.

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One Touch of "NUGGET" Makes the whole Boot Shine

Diary of Coming Events.

To-day (April 17).
H.K. Engineering and Construction Co., Ltd., 7th ordinary yearly meeting, St. George's Building, 11 a.m.
Queen's Theatre: "The Lovelorn."
World Theatre: "Sally of the Sawdust."
Star Theatre: "London after Midnight," 5.30 p.m.
New English Comedy Co.: "The Fanatics," Star Theatre, 9.15 p.m.
Ten Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel, 8.30 p.m.
Friday (April 19).
Christian Fellowship meeting, Helena May Institute, 10.30 a.m.
H.K. General Chamber of Commerce, general meeting, 4.45 p.m.
Navy League: Annual meeting, J. & M. Board Room, 5.30 p.m.
Kowloon Chess Club, Prize distribution, 5.30 p.m.
Royal Artillery Sports, Sookun-poo.
Queen's Theatre: "The Rescue."
World Theatre: "Under the Black Eagle."
Star Theatre: "Good Morning Judge," 5.30 p.m.
New English Comedy Co.: "Brooklyn Nook," Star Theatre, 9.15 p.m.
Ten Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.

Queen's Theatre: "The Rescue."
World Theatre: "Sally of the Sawdust."
Star Theatre: "London after Midnight," 5.30 p.m.
New English Comedy Co.: "The Fanatics," Star Theatre, 9.15 p.m.
Ten Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel, 8.30 p.m.
Saturday (April 20).
Golf: Bogey Pool, Fanning.
Royal H.K. Yacht Club, Closing Cruise and Interport Bowling.
Royal H.K. Yacht Club Dinner, Lane, Crawford's Restaurant, 8 p.m.
Queen's College Old Boys' Association, 8th annual dinner, College Hall, 8 p.m.
Queen's Theatre: "The Rescue."
World Theatre: "Under the Black Eagle."
Star Theatre: "Good Morning Judge," 5.30 p.m.
English Comedy Co.: "Other Men's Wives," Star Theatre, 9.15 p.m.
Ten Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.
Dinner Dances: Lane Crawford's Restaurant, 8 p.m., Peninsula Hotel, 8.30 p.m.
European Malls: Outward: Europe via Marseilles (Karrimale), 10.20 a.m.; and (Kitano Maru), 9.20 a.m.; and via Victoria, B.O. (Tatsumi), 10 a.m.

Dinner Dance: Peninsula Hotel, 8.30 p.m.
European Malls: Inward: Europe via Negapatam (Vogtland).
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秋

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If one does not store up vital force in Winter he will be sure to suffer.

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HAPPY VALLEY FOR LEARNERS.

IT'S CLOSE TO THE CEMETERY!

Several years ago, Happy Valley was the venue which the Police chose for learner drivers to take lessons and novices were required to confine their experiments to the roads surrounding Happy Valley. In those days traffic was considerably less than what it is to-day. The round-the-Valley 'tram service' was non-existent and there were no bus service of any kind.

A recent case revealed that the police are still requiring a few, if not all, learner drivers to remain in the Happy Valley district. Admittedly the district had been one of the best and most handy areas in former years for the learner to practice, but surely the authorities must know that Happy Valley is no longer the quiet area it used to be.

New Area Wanted.

The Hotel 'bus service and a large number of public and private cars and motor-cycles pass through the Happy Valley district. The growth of the residential district in Wong Nei Chong Road and in Wong Nei Chong proper has resulted in a greater stream of traffic passing to and from that road, whilst on the Morrison Hill side the increased motor 'bus and tram service makes the road extremely dangerous for the pedestrian and certainly no learner drivers are happy there.

The breaking down of the Jockey Club premises entail the frequent coming and going of gangs of coolies and workmen and further, the growth of the residential district has resulted in a very large number of children proceeding to and from their homes and Happy Valley, and these children can do without the risk of being run over by a learner-driver.

A good number of motor accidents have happened recently in the Happy Valley district and the time seems appropriate for the authorities to consign learners to another and less dangerous area.

ARMoured "BABY" MOTOR-CARS.

SUCCESSFUL TESTS BY WAR OFFICE.

ROUGH DRIVE.

The popular "baby" Austin motor-car is shortly to appear in a new and unexpected role as the result of exhaustive experiments just completed by War Office experts, to ascertain the best substitute for motor-cycle combinations in reconnaissance work.

Officers responsible for the development of the Mechanised Force recently reported to the Director of Mechanisation that "motor-cycle combinations were found to be unsatisfactory for scouting work and that tests should be carried out to ascertain the suitability of some of the "baby" motor-cars now on the market.

Caterpillar Wheels.

The "baby" Austin was subjected to severe road tests, extending over many thousands of miles. It was fitted with caterpillar attachments—such as are fitted to tankettes, six-wheelers, troop-carrying lorries, and artillery limbers—and then driven up steep gradients, along rocky pathways, through bogs and streams, broken and woodland, and finally hurled over an embankment on to rough ground twelve feet below. Its only mistake was to finish upside down, though the engine was still running.

We understand that the Austin Company have been asked to supply one hundred chassis as early as possible. Special bodies are to be built for them in Army workshops. These bodies will allow for the accommodation of driver and observer, a rifle rack and ammunition box, and possibly an emplacement for a concealed machine gun. Messrs. Alex. Ross & Co., Ltd., are the local agents.

STUDEBAKER "EIGHT" RECORDS.

CALCUTTA-BOMBAY.

A new road record between Calcutta and Bombay was established by a stock model Studebaker President Eight Roadster recently. The car, which was driven by Mr. Dewey W. Smith, special Studebaker representative, covered the 1,400 miles between the two cities in 41 hours and 30 minutes, lowering the previous record by six hours.

The run was officially timed by automobile associations in Calcutta and Bombay.

The President Eight's Calcutta-Bombay record is the second of its kind made in India within the last year. On April 15, Mr. C. E. Perry, manager of the Vacuum Oil Company in India, driving a stock model Erskine Six Tourer, completed the 385 miles between Rangoon and Mandalay in 48 hours. The best previous time was five and one-half days.

Both runs were considered remarkable feats since they were made in extreme heat and over bad roads, which at times were no more than deep rutted tracks. Indian newspapers were enthusiastic in their praise of the cars and drivers.

The latest Studebaker record in India closely follows a record-making run on the Atlantic City speedway in the United States, where a stock model President Eight Roadster travelled 30,000 miles in 28,325 minutes. Studebaker now holds 128 official American records, 11 world records, 23 national records and 48 Australian records.

The Hong Kong Hotel Garage, Ltd., are the local agents.

NEW WILLYS-KNIGHT SIX.

ACCORDED FINE RECEPTION.

The reception accorded the entirely new line of Willys-Knight sixes, outranks in public acclaim any previous reception in Willys-Knight history, which goes back more than fifteen years when Willys-Overland introduced its first Knight sleeve-valve motor cars.

From radiator to trunk racks, the new Willys-Knight Sixes, which are offered in a wide range of body models and colour combinations, are entirely different from any former models. This is accomplished through the new body design which brings to the low priced Willys-Knight field, the highest degree of artistry and craftsmanship. For more than a year engineers and designers have been working on the design of the new models.

Modern Lines.

Not alone do the exterior lines of the car bring out a striking design of modernity but the interiors are marked by unusual roominess for passengers, rich upholstery, quality fittings and every comfort that makes for enjoyable motoring. There are five wire wheels, the spare mounted in a fender on the right forward side.

In mechanical features, to provide utmost convenience for the driver, the new "Finger-Tip Control" is used—an outstanding feature in all products of the Toledo manufacturer. This feature, by means of a button in the centre of the steering wheel, gives the driver complete control over all the functions of starting the motor, operating the lights and sounding the horn.

The new dash panel contains all the instruments conveniently grouped in a decorative border.

These cars are powered by a Willys-Knight six-cylinder sleeve-valve engine with a bore of 2.15/16 inches and a stroke of 4 1/2, giving a piston displacement of 177.9 cubic inches and developing an actual horsepower of 53 at 3,000 r.p.m. On this power plant is found the addition of a manual heat control to the heater which is a material aid in the warming up process. This is operated from a button on the dash.

Tests conducted by the Willys-Overland experimental department in various sections of the country, show a high speed and power development with the same smoothness and quietness characteristic of the Willys-Knight sleeve-valve engine.

Messrs. Gilman & Co. are the local agents.

MOTOR NOTES

TOLL-GATE CHARGES IN BRITAIN.

An American who had been told that the best way to see England was from a motor-car a few days ago ordered one by wireless while travelling across the Atlantic. On arrival at Plymouth he started off in the car in blithe mood for Margate, taking the coast road. On the journey he was called upon to pay seventeen toll-gate and road fees amounting in the aggregate to about £1.

When he reached Margate he was asked what he thought of the English countryside. "It is beautiful," he admitted, "but so it ought to be." He drew from his pocket a number of coloured toll passes. "Look at my admission tickets," he said.

A Source of Grievance.

Toll charges have been a source of grievance to the travelling public for many years, and attention is again drawn to the question by a report that the right of collecting tolls in respect of Hurrell Bridge Somerset, offered by auction, realised the record sum of £830 per annum on a two years' lease. This represented an increase of £400 on the previous best figure, and is a significant indication of the ever-increasing value of these rights to the people who possess them, owing entirely to the greater volume of modern transport.

An official of the Automobile Association said to a Press Association reporter: "It will surprise the public to know that there are 88 bridges and 55 toll roads in the country. The charges vary considerably, but it is possible to spend a considerable sum in the course of a comparatively short journey, and there are all sorts of curious charges."

Very High Charges.

For instance, at Tuckton Bridge, owned by the Bournemouth Corporation, there is a charge of one penny to take across a baby's pram, twopenny for a motor-car, and one halfpenny for a pedestrian. In several cases workpeople are obliged to pay one penny or a halfpenny when going to and from work. At Shoreham there is a charge of fourpence for a hearse and twopenny for the body, and at Swinford Bridge on the Oxford Road there is a charge of "one farthing for every calf, swine, sheep, or lamb."

Some of the charges are very high, such as at Dunham Bridge on the main Lincoln Road, where the charge per vehicle is 2s. In the case of a tradesman who desires to cross and recross several times a day this is very expensive. It is impossible to get to the Isle of Sheppey unless you cross the King's Ferry Bridge, where there is a charge of ninepence. Further on towards Hull at Bulwith, there is another ninepence to be paid although the two points are only about five miles apart. Between Bentham and Lancaster is a toll road for which 1s. has to be paid for cars.

POLICE SUMMONS DISMISSED.

ALLEGED TRUCULENCE OF A CONSTABLE.

A case which arose from a street scene between a City police constable and a motorist was decided against the constable at the Guildhall Police Court, when Mr. John Lawrence, of Kingsland High-street, was summoned for causing an obstruction with his motor-car in Moorfields.

Police Constable Panther said that while he was taking particulars Mr. Lawrence became excited, waved his arms about, and caused a crowd to collect. He told Mr. Lawrence that if he continued to act like that he would take him into custody.

"That is not True."

Mr. Richard Eagle, defending, said he was not going to mince matters, but suggested that it was because Mr. Lawrence resented your behaviour you took out this summons. That is not true.

Did you not say to Mr. Lawrence, "I don't want any of your argument. I've got a place for people like you"?—Certainly not.

When you answered this man, did you do so as emphatically as you have answered me this morning?—No, sir.

A motor-lorry driver, called to corroborate the police evidence, said that a motor-car that was not Mr. Lawrence's caused the obstruction.

Mr. Alderman Collett, without calling on the defence, dismissed the summons.

THE LURE OF THE BALKANS.

THROUGH THIRTEEN COUNTRIES.

BAD ROADS AND SHAKY BRIDGES.

The average Briton's tendency to depreciate his successes or, at least, to keep silent on the subject has ever been a national characteristic, and in these days of self-advertisement is even more remarkable than before. It has its disadvantages, however, because it undoubtedly affects trade which receives stimulation from the often, bombastic stories of more pushful competitors. When the Briton is inclined to minimise a successful achievement and, in fact, almost to apologise for it, the world in general is liable to place a similar value upon it.

The suitability of British motor-cars for overseas is a case in point. Undoubtedly, a great deal of hostile propaganda inspired by interested parties has been circulated on this subject, but it must also be admitted that a certain amount has, as it were, gone by default by reason of this national obsession for keeping silence. Every day in all parts of the world British cars by their performance are giving the lie direct to talk about their unsuitability for local conditions.

Amateur Motorists.

A good example is afforded by the account of a tour in the Balkans by Mr. J. W. Fitzwilliam and his brother, both amateur motorists, with a Humber Fabric Salon. Having heard something of Balkan roads it was obvious that hard wear and rough conditions would be encountered and that expert help would be quite unavailable in many places. The car selected had a fabric saloon body, and the makers fitted it out with spare parts of every sort and description. So successfully, however, did the car stand up to its work that at the end of the journey the packages were returned to the works at Coventry unopened.

After landing at Ostend the first part of the itinerary was through Belgium and Germany with no incidents worthy of note except perhaps for an amusing event at Bayreuth, where the landlord of the local hotel, being somewhat lacking in garage accommodation, housed the car in the hall, where it spent the night entirely blocking the passage between kitchen and dining-room.

The road conditions in Czechoslovakia proved vile, although towards the Austrian frontier the width is considerable, only a small portion in the middle is metalled, the remainder being a quagmire in wet weather. However, Vienna was reached in safety, and the attractions of the fine city, good music, fine pictures and buildings were greatly appreciated. Then followed a run across the great Hungarian plain to Budapest, where a few more days were spent. Conditions then became more primitive, and the road to Belgrade after the Jugo-Slavian frontier had been reached was an endless succession of potholes and open culverts which, with geese, children and pigs made the passage through the villages a slow and hazardous undertaking.

In and Out of Holes.

Between Belgrade and Sofia real Balkan road conditions were met with. For mile after mile, the car bounced, not in and out of potholes, but rather from ridge to ridge of exaggerated corrugations, so that a good clearance such as the Humber possessed was essential. Under such conditions driving became very tiring and, now and then, where a comparatively good stretch of road appeared, the driver was tempted to open out. The travellers came to the conclusion, however, that it was some trick of the Balkan road maker for, time after time, when they had accelerated to 30 or 40 m.p.h., a gaping chasm would appear, and they were faced by a broken or rotten bridge. After passing the Bulgarian frontier the road at times blended itself with the river bed and it meant moving boulders and wading through the stream before a way could be found.

Mr. Fitzwilliam and his brother were enthusiastic about the warm welcome they encountered in the Balkan cities. In their own

WILLYS KNIGHT CARS & TRUCKS.

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SERVICE STATION NATHAN ROAD, KOWLOON.
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PITFALLS IN THE WAY OF TAXATION ALTERATIONS.

There have been suggestions that the Chancellor of the Exchequer should increase the petrol tax and reduce the direct tax on vehicles.

Viewed in its connection with the commercial-vehicle industry, such suggestions can be considered as most unsatisfactory, says *The Commercial Motor*, for the heavy vehicle, whether it be used for goods or for passengers, has a comparatively heavy fuel consumption, and any reduction of vehicle tax which might be obtained is hardly likely to offset the increased tax on its fuel.

Already the addition to the almost overwhelming taxation increases to which the commercial vehicle was subjected only a short time ago and the tax on petrol have, in many cases, converted profit into loss, the latter tax alone having increased the running cost of many vehicles by £1 or more per week.

There is, however, another aspect of the subject which should receive attention. The petrol tax is allocated to de-rating, whilst the bulk of the vehicle tax goes towards the upkeep and construction of roads. Any alteration of the balance in the manner indicated would benefit the rates at the expense of the roads.

any of the so-called "colonial" variety, over 4,500 miles of roads good, bad and sometimes almost non-existent. In Budapest, by the way, it was learned that there was a Humber which had been running in the city for sixteen years, a fact which speaks well for the reliability of British cars.

Announcing!

The Outstanding TRUCK of Chevrolet History



Never has Chevrolet's ability to produce outstanding value been so strikingly demonstrated—for here in this new truck is every element that could possibly be demanded of a haulage unit—at prices so low that they alter every previous conception of what the buyer of a low price truck may now expect for his investment.

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BUYING A SECOND-HAND CAR.

THE STETHOSCOPE TEST TO DETECT FAULTS.

Let there be no prejudices against the buying of a second-hand car. To be sure, it can be an adventurous business, and one highly speculative in other than a financial way, but if rightly gone about it can bring motoring and car ownership down to a level really economical. It is the cheapest introduction to motoring to the new-comer, who to-day is the man with limited means, and it affords the experienced small-car man an opportunity of acquiring a car of high class, of a quality that will endure for a generation, at a price within his reach.

There are snags in the way, and because of this the second-hand car business has not the sweetest of reputations, but none the less it is possible to acquire a real sound machine at a bargain figure and to get years of satisfactory work out of it. The two chief reasons why used cars come on to the market support this proposition. One reason is financial stringency, and down this avenue, in the main, come the quality cars, the possession of which is a real joy.

The other reason is that the original owner is following that well-worn track which leads a motorist to get rid of his car in order to buy one of higher power and with more refinements.

Not Worth Out.

As machines the cars thus offered are far from being worn out. They will bear external signs of usage, they will be out of date in respect of small detail matters, but as vehicles they are still roadworthy and good. There are qualifications to these statements, and these will be dealt with. But first let us rid ourselves of the prejudice against used cars, and further let us remember that now is the time to be looking for one, for presently, as daylight grows longer, prices will begin to rise.

The chief qualification bearing upon the condition of a used car is the personality of its late owner. The more you can learn about him as a motorist, the more you will know about the car he wishes to dispose of, or, by process of part exchange for a new car, has already disposed of. If he was a good driver and took care of his car, then, taking into account also the date of manufacture, you may arrive at a fair estimate of its roadworthiness.

An alternative method is to learn, if possible, how many times, and for what reasons, the car has been in for repairs. Here the methods pursued by some makers are strikingly useful. These makers produce high-grade machines, and have their own depots up and down the country.

To one or other of these depots the wise owner turns whenever his car needs seeing to, and every time it enters the doors the date of its visit, the reason for it, everything that is done to it is booked down. Here in black and white is the car's history, and a useful one to know when you contemplate acquiring it.

If the manufacturing industry as a whole could so organise its arrangements, could keep such a record, then there would be a brisker business in second-hand cars. Lacking this, it is still worth while knowing, if the information can be obtained, that the car was lately the property of Mr. So-and-so, and getting to know something of his reputation as a driver.

At least it should be possible to learn from whom he bought it, and as after-sales service is now an established thing with all firms of repute, and as most men turn in cars for attention to the firm from whom they bought it, they should be willing to supply a list of all the things they have done to it.

Appearances Often Deceptive.

On these lines there is some need for organisation among the distributors; it will help them considerably in disposing of cars they have taken in part exchange for new ones.

Information of this kind is not in itself sufficient, but it is valuable as a basis on which to start your own investigations. First comes the appearance of the car. You know, or should know by this time, the year of manufacture; in this light appearance is some clue to the age the car has received. Tyres do not tell much; they may be the original set, or they may be the second or third set.

More particularly, and more important, is to detect as well as you may the wear and tear of the working parts of the machinery and the power of the engine. In this latter connection you will need a road test, and in the course of that test you will put the car at a hill you know well. When making this particular trial don't fall into the mistake that even trade representatives make.

The accepted thing is to see what hills a car can climb on top gear, and usually this means putting it at the gradient at a good rate of (Continued on next column).

"ENGINELESS CARS."

STUDENTS' NOVEL RACE.

PERUGIA (U.P.).—The second annual "motor-race" for "automobiles without engines" was run by the students of Perugia University on home-made cars made of wood and cardboard, and consisting chiefly of four wheels and a primitive steering apparatus. The students labelled the automobiles after world-renowned makes, and their ingenuity produced some very remarkable "models."

The course provided the motive power owing to its steep decline, and was from the central square to the railroad station, a distance of about a quarter of a mile.

There were 16 entries. The winning car covered the distance at the rate of nearly 25 miles an hour. Two competitors were disqualified for bumping into each other. The driver of the winning car was presented with a trophy, consisting of a chocolate cup decorated with an ass's head.

THE "QUESTION MARKS" TYRES.

The world record for sustained flight for both heavier-than-air and lighter-than-air craft, made recently by the world-famous "Question Mark" of the United States Army Air Corps, was possible only because every part of the plane's equipment was selected for its unquestionable ability to withstand unusual strain.

The plane was equipped with Goodyear tyres, made by the Goodyear Tyre and Rubber Co., of Akron, Ohio, U.S.A. The tyres had proved their ability to perform perfectly in take-off and landing tests.

The plane required good tyre equipment to make a rather hazardous landing after its record-breaking endurance flight—because one of the three engines was dead, a second was missing fire, and only one could be really depended upon to bring the plane to earth in what is termed by aeronautic men a forced landing.

engine revolutions. This is not the best test. If the robustness and the responsiveness of the engine are to be learned, the way to go about it is to see how slowly it will climb the hill on top gear, if at all. If it does well on a hill, if it displays sturdiness, it will be all right on levels and on the undulating surfaces.

A Stethoscope Examination.

There must be tests for wear of pistons, gears, and back axle. Not always can these be detected when on the road. A good way is to make for yourself an improvised stethoscope. Cut a piece of wood about eighteen inches long, and up to an inch in thickness. An old broomstick will serve very well. Start the engine, put one end of the stethoscope to each cylinder in turn, your ear at the accelerator pedal, and listen closely to each cylinder as the engine is raced up and dropped down. The more you hear, the worse the condition of the engine.

Test the clutch the same way by placing the stethoscope on the clutch cover. Then the gearbox, and lastly the rear axle. Open up the gearbox and examine the teeth. Then turn to the wheels. Jack up each wheel and try for play on the axle. Get some one to drive the car at quickly-varying speeds along the road whilst you watch the wheels for wobble.

You will, of course, try the brakes; don't forget to note how much of the adjustment has been taken up. If the adjustment is up, almost to the full, new brake linings will soon be needed. The steering wheel should be tried for any play, and application of the grease gun at one or two points should tell you, by the colour of the old grease squeezed out, whether this essential business has been well attended to or only intermittently.

A Turn at the Wheel.

A good turn at the wheel will tell you not only something of the car's behaviour, but how you and the machine are going to merge identities, which is an important matter.

All these things take time, but it is worth all the trouble you take. They also demand some knowledge of cars, and this knowledge is not yet general. For those who have neither time, nor knowledge and who seek entry to motoring by means of a second-hand car there is another and quite a good way; it is to buy a used car from a reputable firm of dealers who make a practice of overhauling machines taken in part exchange and offering them as sound and roadworthy under a short guarantee. This is a practice which is growing, and to the novice it opens a reasonably safe way to ownership. Such firms are ready to tell all they know about the car, its previous ownership, date of manufacture, and the like, and their assurance that the overhaul has brought the car up to mechanical soundness can be accepted. You miss much of the fun of trying out things for yourself, but lacking the necessary knowledge it is better, safer, and more economical to bank on the reputation of the firm.

MOTOR NOTES.

NEW FORD PLANT AT YOKOHAMA.

The opening of the new Ford Plant at Yokohama marks a tremendously progressive step in motor-car manufacturing in the Far East. Mr. Henry Ford's confidence in Japan and in Far Eastern business is thus given a concrete expression. The increased purchase of motor-cars in China, Manchuria and Korea will undoubtedly result in the purchase of an increased number of motor-cars, so that Mr. Ford is justified in backing his judgment by being the first to put his money into a factory in Japan and an assembling plant in Shanghai.

The Ford Motor Company of Japan, Ltd., is just entering a new period of expansion. The new model cars and trucks have won the approval of the Japanese public, and while heretofore they have only been available in very limited quantities, coincident with the opening of the new plant they will be able materially to increase operations.

In the United States the Ford has regained first place after having been out of the market for months, and it is expected that in the very near future it will also regain supremacy in Japan.

Twenty years ago the site where now stands the modern 2,700,000 Ford plant at Koyasu, Yokohama, Bay. A considerable area along Koyasu beach near Higashi Kanagawa was at that time reclaimed by hydraulic filling operations to a maximum depth of 15 feet.

Extensions.

Two years ago the Ford Motor Company of Japan, Ltd., feeling the need for expansion of its factory operations in Japan, purchased unoccupied ground amounting to more than 8,000 tsubo, as a site for a new plant. The area purchased was a part of the reclaimed land near the town of Koyasu, on the edge of Yokohama Harbour and facing the Yokohama-Tokyo highway.

The contract for handling the complete designs, construction and mechanical equipment for the new plant was placed with the H.K. Ferguson Company.

Construction operations began in September, 1927, with an investigation of the building site. Foundation borings to a depth of 80 feet were made on four representative points of the site to determine the general character of the ground at that depth. Wood and concrete test piles were sunk and soil bearing tests were made at and just below the surface of the ground. The results of these tests showed the location of a possible base for the foundations at a depth of 18 feet. Concrete piles of the MacArthur type were sunk to this hard stratum as supports for the building. The piles were capped off with reinforced concrete caps including rigid tie beams in all four directions between the pile caps.

The design for the piles was made in Japan by the Ferguson engineers, but the plan for the superstructure were drawn up in the H.K. Ferguson main office in Cleveland; the general layout being designed in co-operation with the Ford Company main office in Detroit to include all factors developed in motor-car assembly by the Ford Company.

Two Sections.

The building may be divided essentially into two parts, the warehousing section and the assembly section, the latter including an office section. The new plant is a steel frame structure of the saw tooth type with reinforced concrete walls. The building is designed to afford ample head room and light and a minimum of maintenance.

The new plant is classified as semi-fireproof. Steel sash of various types selected to meet different requirements as well as a large quantity of mechanically operated continuous top hung sash on the north face of the saw teeth in the roof.

The floors in the assembly section are, in general, concrete monolithically finished; while the warehouse floors are of wood block for heavy service. Special types of flooring have been used in the office section such as linoleum, rubber tile and terrazzo.

The washrooms in the factory have been elevated to mezzanine height to conserve floor space. Few interior partitions will be found in the new plant and most of those are of the movable type, some being of heavy wire mesh and others of steel sash.

The office section, which is in the south east corner of the building, includes show rooms, private offices, general offices and a garage.

The building is covered by a three inch wood plank roof of dressed and matched lumber fastened to wood nailers on steel purlins. This wood deck is covered with asbestos plate for fire-proofing, an asbestos board to prevent heat and a heavy built up water proof roofing surface. All surfaces projecting above the general roof level are covered with copper, insuring

permanency and reducing depreciation to a minimum.

Besides the main plant, there is a fire-proof building for housing the pyroxylin paints and for oil storage, specially constructed so as to be safe from fire or explosion.

One of the transportation features is a loading dock with steel frame, covered by a roof and with sides enclosed with steel sash. This is for rail shipments. Various tanks for motor oil, fuel oil, and gasoline are sunk underground and coal and ashes are handled below the ground surface. The building is equipped with septic tanks and outside the main plant stands a sprinkler tank of steel construction, having a capacity of 50,000 gallons.

Provision in the building plans has been made for the possible construction at some future date of another plant unit in the south end of the building site.

On the north side of the building, a railway siding has been built and a canal to the sea bounds the site on the west and the bay on the south. Incoming shipments at present are transported up the canal in lighters and landed in the bonded warehouse by a crane which runs along the dock. Among the mechanical installations are the boiler rooms which include all accessory equipment and furnish steam for heating and manufacturing purposes. The equipment includes smokeless, automatic stokers and all coal and ashes are handled by a conveyor system.

The plant is heated by steam, the offices being warmed by steam radiators and the rest of the plant by the unit or blast heater system. A special transformer house has been provided for the transformers which handle the electric current supplied for lighting and power purposes.

The plant is protected from fire by a complete sprinkler system with sprinklers installed above and below the office ceilings. The system is of the dual type and can be operated from the water tank or from the city water pressure.

While the quake-devastated Keihin district was still fighting an uphill battle toward reconstruction the Ford Motor Company of Japan, Ltd. came into being and immediately thereafter introduced the first automobile assembly plant to the Orient. Officials of the Ford Motor Company at Detroit had been studying the economic situation in the Far East for a long time when they decided in the Summer of 1924 to take definite action. By February, 1925, the Ford Motor Company of Japan was fully organized with a paid-up capital of ¥4,000,000, according to the Japan Advertiser.

Finding quarters for the new institution was the first problem which the company had to meet, and at that time it was a problem of no mean proportions since the great earthquake was a matter of history by only 18 months. But matters were arranged with the co-operation of the Yokohama Dock Company the first assembly plant was installed in temporary structures of galvanized iron at Midoricho 4, Yokohama, in the month of March, 1925.

The entire site of the new plant occupied 2,500 tsubo, 1,100 tsubo of which was represented by the buildings. The site was less than a third the size of that occupied by the new plant and the area under roof about one-fourth. The factory was small but it was decidedly important, because it marked a definite step in the history of the automobile industry in Japan.

TROUBLES OF GARAGING.

The parking regulations and the law of obstruction compel many motorists to leave their cars in a public garage when they go out in the evening. Cars in such garages do not always receive the treatment they deserve, and it is as well for motorists to know their legal rights, supposing their property is damaged. The following rules of law—discussed in detail in an informative article in *The Light Car and Cyclecar*—apply equally to a genuine garage and to private parking grounds such as are frequently used by motorists.

In default of a special agreement between the motorist and the garage owner, if an accident occurs to the car while in the garage the garage owner will be liable for the damage or loss unless he can show that neither he nor his servants were guilty of any negligence causing or contributing towards the accident.

If, however, there is a notice plainly exhibited in the garage stating that the proprietor will not be liable for any loss or damage, however caused, or if he states this verbally to the motorist before the car is left, the motorist or his insurance company will have to bear the loss should the car be damaged or stolen.

It makes little difference whether a charge is made for garaging the car or not. Unless an agreement of the above kind is entered into a garage owner will be liable to a motorist for damage to, or loss of, his car unless he can show that he and his servants have been reasonably careful.

GARAGE FOR THE VATICAN.

ROME (U.P.).—A new garage capable of holding a dozen automobiles is being built in the Vatican City in the so-called "Orto Vaticano" behind the courtyard of the Belvedere. With the creation of the new Pontifical State, the Vatican Court will require an increased number of automobiles and five new cars are already on order. The previous automobile complement of the Apostolic Palaces was five cars.

The new garage will contain a work and repairing shop, and will be fitted out with all the modern appliances and conveniences used in the most up-to-date garages.

CARS OF MANY COLOURS.

It is an interesting fact that most well-known lawn tennis players have an extremely gay taste in motor-cars. Thus we find Miss Betty Nuthall with a gay cerise and beige coloured vehicle, Fraulein Cilly Aussem with the neatest white coupe imaginable with black wheels, and Senorita de Alvarez in her well-known sky-blue Bugatti.

Miss Suzanne Lenglen's first car was a bright yellow one, and Miss Elizabeth Ryan, when she was last in the south, sported a vivid scarlet car, in which she drove herself both up and down from Calais to the Cote d'Azur.

Lord Cholmondeley, too, favours bright yellow for some of his cars.

"USELESS" SPEED LIMITS. COMMITTEES CONSIDER THEM DANGEROUS.

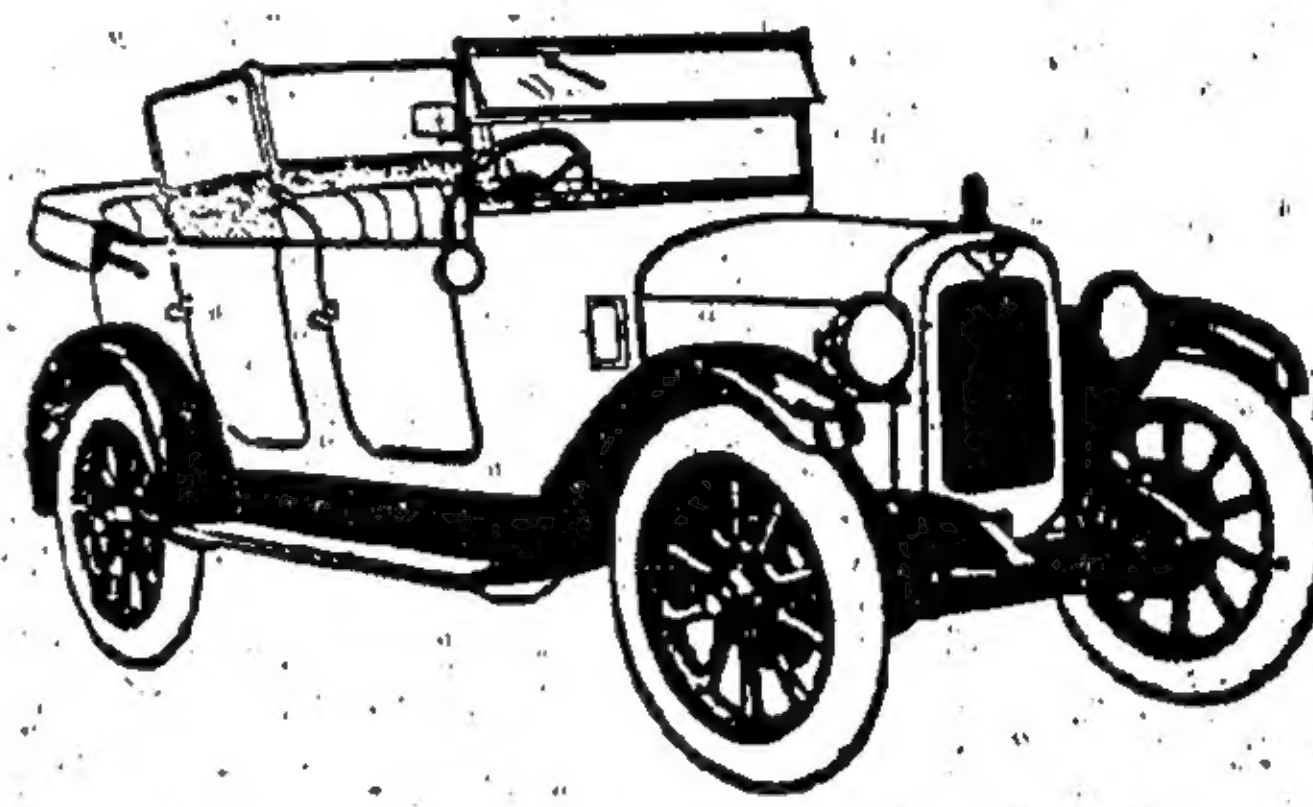
Speed limits generally "serve no useful purpose," state the London and Home Counties Advisory Committee, in a report to the Minister of Transport. "In some cases," they say, "traffic conditions in themselves enforce a limitation of speed on any reasonable driver, and unreasonable drivers can be dealt with under the existing general legislation."

"Speed limits may in themselves be dangerous," e.g. a limit of 10 miles per hour may tend to become the minimum speed irrespective of traffic conditions within the streets affected.

"Speed limits have proved in practice difficult to enforce."

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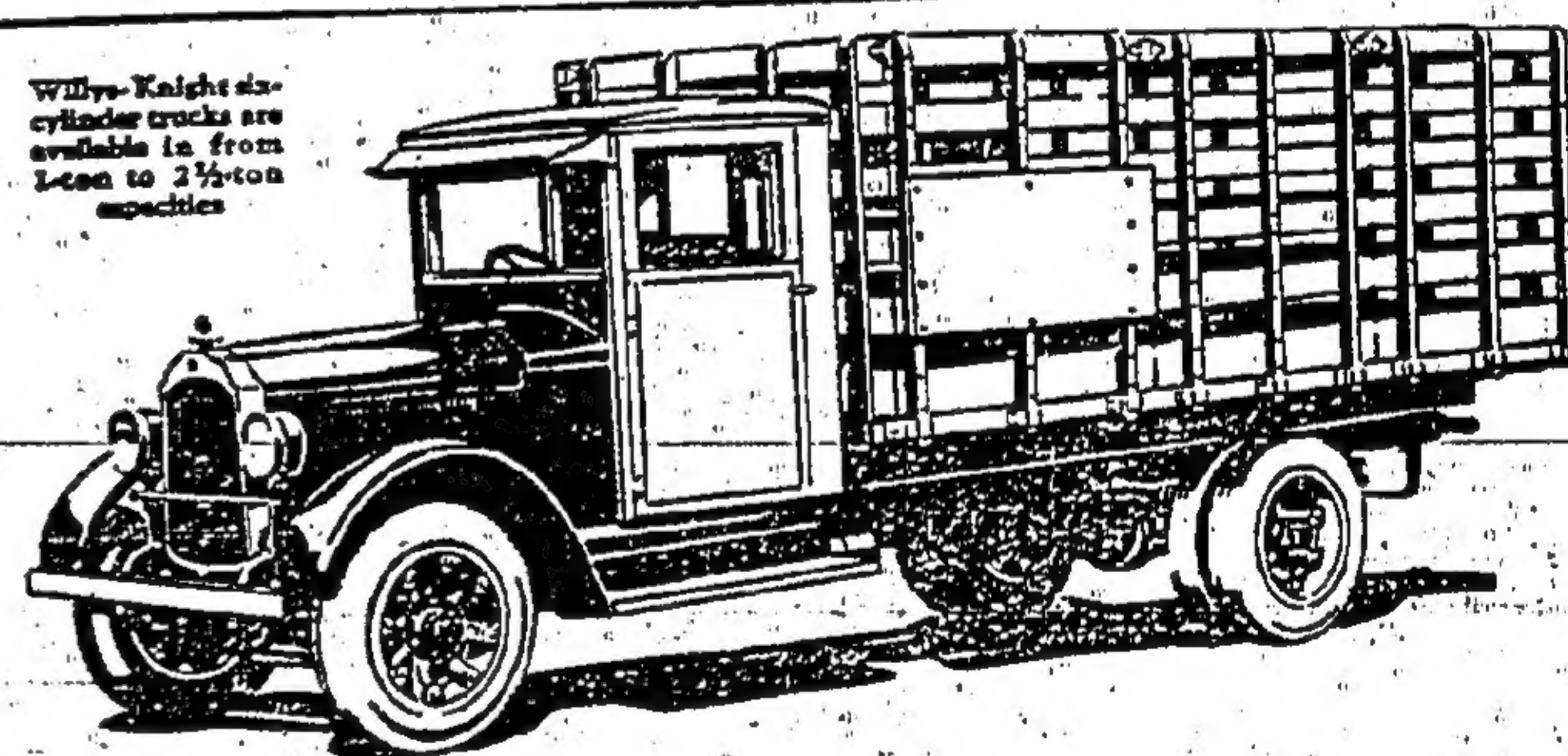
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HONG KONG.

LORRY DRIVER FALLS ASLEEP?

ACCIDENT OUTSIDE KOWLOON HOSPITAL.

SANITARY VEHICLE WRECKED.

The sultry weather of yesterday morning had, it is alleged, an ill effect on the driver of Sanitary lorry No. 837, and it appears that he dozed off to sleep while proceeding along Waterloo Road and collided with a motor bus.

It was when he was passing Kowloon Hospital, at the junction of Argyle Street, that the off-side front wheel ran into a pot-hole about 2 inches deep. A "China" motor bus was approaching in the opposite direction and the impact deflected the lorry and it hit the off-rear wheel of the bus. The lorry driver had no control over his steering wheel, which was wrenched from his hands. Fortunately the bus had only two passengers aboard, but one of them, a woman, who was sitting opposite the second class entrance was thrown clear out of the bus and sustained injuries to her head. She was taken to the Kowloon Hospital, but her injuries are not considered serious.

The place where the collision took place is a wide and deserted road—the last place where such a mishap should occur, but the skid marks on the tar road suggest how completely the lorry was out of control. The motor bus being the heavier vehicle took the impact without any serious damage but the rear frame work was ripped open. The "Hallford" lorry smashed her off front wheel and came to rest some few yards further on with her axle deep in the side of the road.

Sergeant Scrim, of the Traffic Department, was quickly on the scene and photographs of the collision were taken.

TRAFFIC CASES.

LONG LIST OF OFFENDERS.

THE C.S.P. PROSECUTES.

There was a long list of motor summonses at the Central Magistracy yesterday and Major C. Willson spent most of the day hearing them.

The Hon. Mr. T. H. King, acting Captain Superintendent of Police, appeared to prosecute in a case in which a driver of a public car was charged with obstruction in Statue Square.

The defendant pleaded guilty, whereupon Mr. King informed the Bench that at about 2.30 p.m. on March 28, public cars parked in Chater Road extended half way across the road towards the Statue, so that cars coming round the bend would have had difficulty in passing. The C.S.P. observed that the defendant's car was empty and he had to get a chauffeur to move it.

The defendant's record showed he had been driving since 1928 and that he has had three convictions since that date.

A fine of \$10 was imposed, the Magistrate adding that the matter of the defendant's license would be left in the hands of the C.S.P.

Mr. M. C. Chao was summoned for allowing an unlicensed driver to drive his car. In connection with the same offence a Miss Lee was summoned for driving without a license. Mr. Chao pleaded guilty and entered a similar plea for Miss Lee who was not in court. Fines of \$8 each were imposed by His Worship.

A chauffeur who drove at thirty eight miles an hour between Hill Road and Eastern Street at night was fined \$15 on pleading guilty.

The Jockey Club Enclosure.

The five summonses taken out for parking outside the Members' enclosure of the Hong Kong Jockey Club, were also dealt with yesterday, Major Willson cautioning the driver of car No. 41.

Mr. Horace Lo represented the drivers of cars No. 967 and 998 both of which were summoned for parking in Kam Yu Street, near the Ko Shing Theatre. Mr. Lo asked for an adjournment which was granted. Mr. Lo claimed that Kam Yu Street was a private street.

Before Mr. E. W. Hamilton, the driver of car No. 967 was fined \$15 for failing to produce his license when asked by a police officer. The evidence showed that when an Indian constable ordered the chauffeur to move on, after it had stopped outside the Queen's Theatre, the latter backed into the street between the Theatre and China Building. As no parking was allowed there, the constable asked to see the chauffeur's license, but the latter refused to produce it.

Eventually a European constable arrived on the scene and it took him more than five minutes to get the chauffeur to produce his license. A further charge of obstruction in Queen's Road, was withdrawn.

12 Counts Against a Chinese Driver.

There were no less than thirteen counts against a Chinese who was summoned yesterday for driving car No. 434 without a license. It was explained that the defendant drove without permission, parked in Wing Lok Street, crashed into

(Continued as foot of next column.)

UNITED STATES AND NO MEASLES IN THE COLONY.

STATEMENT BY HEALTH OFFICER.

MINOR FACTOR IN INFANT MORTALITY PROBLEM.

Information as the prevalence of measles in the Colony was sought at the fortnightly meeting of the Sanitary Board yesterday and supplied by the Medical Officer of Health.

Mr. Wong Kwong-Tin's questions were:—

1.—Will the Medical Officer of Health kindly inform the Board if any case of measles has been reported? If so, in what locality and what precautions have been taken to prevent its spreading?

2.—Does he consider that an epidemic of measles exists and that extra precautions be taken by parents and particularly in schools to prevent its infection?

3.—Will the Medical Officer of Health kindly advise what steps ought to be taken, should such epidemic arise?

Dr. Fawcett's Reply.

The Medical Officer of Health, Dr. H. A. Fawcett replied:—I am informed of none this year and only one death indirectly due to this disease has been returned. But measles is not an officially notifiable disease. The death this year was a Japanese infant from Praya East, No. 3 Health District, early this month.

The Medical Officer in the Education Department, who would be most likely to become aware of cases in certain schools, has kindly given me information on the subject, although there is no official connection between the Departments. She states: "No cases notified to me this year." "There is a report of two cases," she adds, "from the University quarters." No cases were reported to her officially last year but she states that notifications from British schools only are received.

Anglo-Chinese and the Vernacular schools give us no information and the entrants of the former are too old to be very susceptible. Unfortunately very few Chinese children under 11 years of age are medically examined.

From the limited information available the answer to the first part of the question is the negative.

As to the second part, this question does not arise and in any case is dwarfed by far more urgent and serious causes of child mortality. I do not anticipate an epidemic here.

In reply to the third question this is too wide a subject to lay down in detail and depends largely on circumstances. Certain general principles apply. The chief of these, in my opinion, is a thorough School Medical Service, including complete sickness records of all school children. Exclusion of those who have not had the disease is then a simple matter and is more effective than the closure of whole schools.

Notification is a debatable subject and was tried in England in 1915 and repealed in 1919. Its difficulties are considerable and its objects obtainable by better methods, such as infant welfare schemes, health visitors, co-operation of practitioners and health propaganda. The mortality is highest in the first two years of life, it must be remembered, and the disease is highly infectious before the rash appears. Preventive inoculation is, at present, of very limited application.

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A CURIOUSLY WORDED DOCUMENT.

DOUBLE FOR DEFAULT.

A promissory note for \$500 made four years ago with a penalty clause making the amount \$1,000 with interest at the rate of two per cent. per month in default of payment was produced at the Summary Court before the Puisne Judge, (Mr. Justice Wood) yesterday in a claim by an Indian money-lender. The plaintiff, Indar Singh, of 10, Tai Hang, claimed \$1,640 from Lau Sing Cheung and Cheung Cheung, of the Sun Garage, Caroline Hill Road. To bring the action within the jurisdiction of the Court, the sum of \$240 representing interest was waived.

Mr. J. M. Hall appeared for the second defendant, the summons on the other man not having been served.

In the course of his evidence the plaintiff said that the promissory note was typed out by the first defendant and he himself could not read it. After the note had been signed by the two defendants he handed over \$500 and had since received \$65 as interest from the second defendant. Questioned regarding the penalty of an additional \$500 in the event of non-payment, witness agreed that it was a condition under which the money was lent.

The defence was that the second defendant did not receive the money, and he did not sign the note as principal but as a witness at the request of his master (the first defendant) who was now in Kwong Chow Wan. The defendant could not read English and was therefore not aware of the terms of the note. It was submitted that the defendant was only a fitter and not a partner in the garage.

Asked by his Lordship as to the effect of the note, Mr. Hall contended that the note was void in that two sums were mentioned. He had no authorities to support his submission, but based it on the words "promissory note."

His Lordship held that the document was valid for \$500. Plaintiff had admitted the receipt of \$65. Judgment would therefore be given in his favour for \$435, and in view of the fact that he had to wait four years for the money, leave to issue immediate execution would be granted.

A shop window and did damage to the extent of \$50. He had also failed to pay fines on four former summonses and a warrant had been issued for his arrest some time ago. A fine of \$50 or four weeks in default was imposed on the summons brought yesterday, and fines of \$25 or four weeks imprisonment were inflicted on the four former summonses.

UNITED STATES AND NO MEASLES IN THE COLONY.

STATEMENT BY HEALTH OFFICER.

MINOR FACTOR IN INFANT MORTALITY PROBLEM.

Information as the prevalence of measles in the Colony was sought at the fortnightly meeting of the Sanitary Board yesterday and supplied by the Medical Officer of Health.

Mr. Wong Kwong-Tin's questions were:—

1.—Will the Medical Officer of Health kindly inform the Board if any case of measles has been reported? If so, in what locality and what precautions have been taken to prevent its spreading?

2.—Does he consider that an epidemic of measles exists and that extra precautions be taken by parents and particularly in schools to prevent its infection?

3.—Will the Medical Officer of Health kindly advise what steps ought to be taken, should such epidemic arise?

Dr. Fawcett's Reply.

The Medical Officer of Health, Dr. H. A. Fawcett replied:—I am informed of none this year and only one death indirectly due to this disease has been returned. But measles is not an officially notifiable disease. The death this year was a Japanese infant from Praya East, No. 3 Health District, early this month.

The Medical Officer in the Education Department, who would be most likely to become aware of cases in certain schools, has kindly given me information on the subject, although there is no official connection between the Departments. She states: "No cases notified to me this year." "There is a report of two cases," she adds, "from the University quarters." No cases were reported to her officially last year but she states that notifications from British schools only are received.

Anglo-Chinese and the Vernacular schools give us no information and the entrants of the former are too old to be very susceptible. Unfortunately very few Chinese children under 11 years of age are medically examined.

From the limited information available the answer to the first part of the question is the negative.

As to the second part, this question does not arise and in any case is dwarfed by far more urgent and serious causes of child mortality. I do not anticipate an epidemic here.

In reply to the third question this is too wide a subject to lay down in detail and depends largely on circumstances. Certain general principles apply. The chief of these, in my opinion, is a thorough School Medical Service, including complete sickness records of all school children. Exclusion of those who have not had the disease is then a simple matter and is more effective than the closure of whole schools.

Notification is a debatable subject and was tried in England in 1915 and repealed in 1919. Its difficulties are considerable and its objects obtainable by better methods, such as infant welfare schemes, health visitors, co-operation of practitioners and health propaganda. The mortality is highest in the first two years of life, it must be remembered, and the disease is highly infectious before the rash appears. Preventive inoculation is, at present, of very limited application.

CORRESPONDENCE.**A PROTEST FROM PUNJAB BUILDING.**

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

Sir,—Allow me to bring it to your attention that, in connection with the article regarding the sale of Punjab Building, it is mentioned in the last paragraph that the "block is inhabited mainly by members of the Indian and Filipino communities." This is incorrect, as there are many Portuguese and Chinese families resident there, and the Filipinos and Indians do not being considered main inhabitants of the Punjab Building.

Of course, this in itself is a very trivial matter but it would be well for the public, the writer believes, to have right impressions, as one does not know how far a little detail like this may go in the already distorted and snobbish minds of the "genteel classes" one runs across continually in the course of human events of our worthy Peninsula. It would in all probability give some idea that the Punjab Building, in its present dilapidated state, is only fit for members of the Indian and Filipino communities, whereas the place we live in can hardly be considered an index to our character or family prestige, as poverty knows no choice.—Yours faithfully,

A READER.
Kowloon, April 16.**KAIPING COAL**

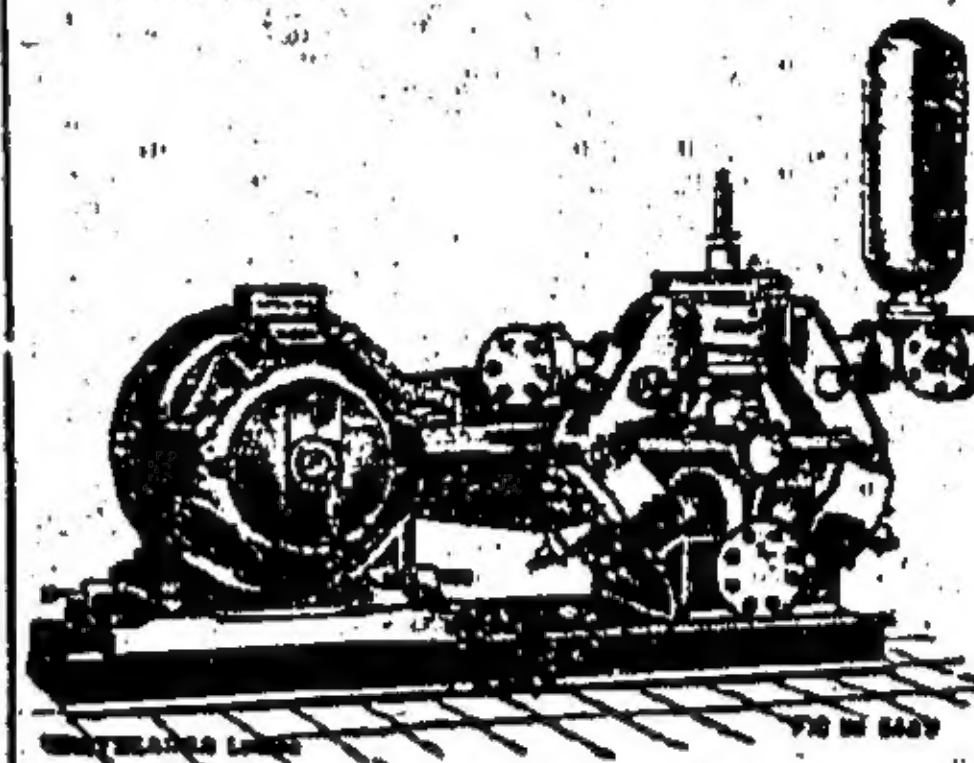
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[A.P.B.]

DEATH OF REV. H. H. CURTIS.

A VETERAN MISSIONARY.

It comes with keen regret to any one who has lived within the regions of the Upper River to learn of the death in Shanghai of the Rev. H. H. Curtis of the China Inland Mission Station at Kiang-tsing, Szechuan.

Although so far removed from any community of his own people, for long this veteran missionary has been well esteemed and liked by many. No one arrived at the "Outpost" for instance, on ship or shore, without receiving a little note of welcome (as well as "reminder" in the shape of a wee pocket Testament) from Mr. and Mrs. Curtis in their out-of-the-way station.

Self-Denying Couple.

And while people in remote places might well feel touched at the gesture, it is possible that they were also at first a little fearful of some intrusion into the jealously guarded captaincy of their own souls.

This feeling changed, however, upon mentioning the matter to an older inhabitant; they could not fail to be struck by the latter's frank admiration, and before long felt instead something suspiciously like a lump in the throat, as the tale was told of this veteran couple, devoting self and substance to the native community about them, yet at times making the long journey, on foot, to see the foreign communities miles away.

And on the brief occasions on which one saw Mr. Curtis (at this time Mrs. Curtis was not well enough to make the journey) there was something so strikingly fine and outstanding about his personality as well as the broad gesture, that one, too, could not fail to admire and respect this man who, while fashioning his own life to such special pattern, yet seemingly found no great gulf fixed between himself and the people of the world about him.

Many will regret his passing and much sympathy will be felt with Mrs. Curtis.

"THE LOVELORN."

SECRETS OF THE AGONY COLUMN.

A PLUMP HEROINE AT THE QUEEN'S.

(BY OUR FILM CRITIC.)

"The Lovelorn" which is to be seen to-day at the Queen's was written for the screen by Beatrice Fairfax who conducts an "Advice to the Lovelorn" column in an American paper.

Perhaps that is enough. If you have ever had a glance at similar columns you will know that most of the letters—at all events those which appear in print—are from foolish little school girls who have not been sufficiently smacked by their mothers.

Miss Fairfax's mail bag seems to contain similar effusions, and from them she has picked the letters of one "Anne Hastings" as the basis for her screen story. "Anne" who is played by Sally O'Neil, is a plump little working girl with a heart of gold and a naughty but much more attractive younger sister "Georgie" (Molly O'Day).

Ann is worried because Georgie, an indiscriminate picker-up of men, is blind to the attractions of "Bill" a rather flashy young man played by Larry Kent. She would like Bill for herself, we gather, and for a short time it looks as if she will get him. The story winds on its not very interesting way and shows us finally the two sisters starting fresh love affairs with earnest young men, Bill having decided to "marry a woman with money."

There have been a lot of better films than "The Lovelorn" but the glimpses of Beatrice Fairfax's office may be of interest to anyone who relies on advice from a similar agony column in conducting their affairs of the heart.

WAR OR PEACE IN LIANG KWANG PROVINCES?

BIG PACIFIST DEMONSTRATION IN CANTON.

NANKING ORDERS TO ATTACK KWANGSI.

EFFORTS TO PREVENT HOSTILITIES.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, April 16.

A peace demonstration, organised on a lavish scale is being held in Canton to-day. The city is decorated with flags, banners and flowers, a big *paillau* has been erected in front of the Provincial Kuomintang, the streets are plastered with peace slogans and a general holiday has been declared.

SPEECHES AND DELEGATES.

At the big gathering in the Kuomintang building all the usual Guilds, Unions, Associations, etc., were well represented and the chief speakers were General Chen Tsai Tong, the virtual ruler of Canton in the absence of General Chen Ming Shu, Mr. Au-Yang Ku, the new Police Commissioner, and other leading officials.

The necessity of keeping Kwangtung out of the war and of complete loyalty to Nanking was stressed by all the speakers.

Outside a lecture corps proclaimed the same message at every street corner and vast quantities of pamphlets and leaflets were distributed to all who could read and still more who could not!

The Canton leaders have been denouncing the Kwangsi militarists, with the exception of Marshal Li Tsai Hsin, during the past three or four days.

A WAR CLOUD.

All of them acquit the Marshal of complicity in the anti-Nanking movement and acknowledge the debt which Kwangtung owes him.

But meanwhile, behind the scenes, "peace prospects" are by no means rosy, and the possibility of a Kwang provinces war, at the order of Nanking is arising.

Admiral Chen Chak said recently in an after-dinner speech before the senior officers of the Canton fleet that the only course for Pei Chung Hsi, Li Tsung Jen and Wong Shi Hung is to resign *en bloc* and hand over their military commands to the Central Government. "This is the only way to preserve the dignity of the Central Government, which has been at stake more than once."

Continuing, the Admiral pointed out that the once dominant Kwangsi militarists are tottering. Originally they had over 100,000 soldiers, but owing to defections, this number had been reduced to 50,000 and by no means all these were loyal to the Kwangsi cause. "Probably there were only about 10,000 soldiers whose loyalty to the Kwangsi cause is unquestioned."

The Admiral then intimated that Kwangtung's loyalty to the Central Government might involve action against the Kwangsi Clique unless its leaders resign at once. "Kwangtung being on the side of the Government will not hesitate," he said, "to send an expedition to Kwangsi to help the Government to clear the rebellious elements there."

It appears that this is precisely what the Canton Government is going to do. Although no public announcement has been made every indication points to this conclusion. Large numbers of Colonel Heung Hon Ping's troops of the First

Kwangtung Division have been despatched to Sunshui, Shuibing and other strategic points along the West River to strengthen Kwangtung's military position in this part of the Province. Several river gunboats have also been sent to co-operate with these troops to guard against any eventuality arising out of hostilities between the Two Kwangs.

KWANGSI MUST SUBMIT.

A high military officer of the First Kwangtung Division (General Chen Tsai Tong's command) said, in conversation with the representative of the *Daily Press*, that armed conflict between Kwangtung and Kwangsi is inevitable unless Kwangsi is willing to submit unconditionally to the orders of the Central Government. But Kwangsi is not showing any sign of doing that just now. General Wong Shi Hung is reported to have set up in Wuchow the Headquarters of the 8th Military Route with himself as the director-in-chief. It will be remembered that this 8th Military Route Headquarters which were in Canton were formally dissolved on the return of General Chen Tsai Tong and others. The re-establishment of Headquarters in Wuchow empowered to direct military operations independent of the Central Government is looked upon with grave concern in local official circles.

It is reported that the Canton Government has for some days been in receipt of orders from the Central Government to despatch a military expedition against Kwangsi by way of the West River to capture Wuchow, the last stronghold of the Kwangsi Clique, and to cut off the retreat of the defeated soldiers who have retreated from Wuchow. But the majority of the high officials here do not favour this move, thinking that a better and less destructive way out of this entanglement would be to resort to political methods. War on Kwangsi should be the last thing to resort to and only used if all persuasion failed.

But according to the latest reports from Wuchow, General Wong Shi Hung and other leaders of the Kwangsi Clique are contemptuously rejecting the warnings from Kwangtung. Martial law has been declared in Wuchow, no newspapers from Canton or Shanghai are permitted to enter the city and strict censorship is maintained on all mails entering Kwangsi through Wuchow. All Cantonese going to Wuchow are searched and questioned before allowing to land. The Canton Government has denounced these acts of the Kwangsi Government as "highly provocative and belligerent."

THE HSIN WAH WRECK RECALLED.

BODY OF CHINESE FOUND OFF CAPE D'AGUILAR.

The loss of the s.s. Hsin Wah on January 18 last was recalled yesterday afternoon when the Water Police recovered a decomposed body off the North of Cape D'Aguilar.

It is probable that the body is of one of the victims who went down with the ship and it had been imprisoned for the last three months. Perhaps the break up of the ship accounts for the sudden appearance of the body.

The remains appear to be that of a Chinese, the clothing being a white cotton vest and a blue and white check jacket of Chinese pattern. A portion of a standard lifebelt was around the body.

Among the property found in the pockets was a pair of horn rimmed glasses, a pocket book, a leather belt and purse, a tin match box, and a seal chop.

The body was removed to the Kowloon Mortuary yesterday. It will be recalled that out of a crew of 103 and a passenger list of about 300, only twenty six persons were saved when the ship struck a rock the North West of

(Continued at foot of next column)

SANITARY BOARD MEMBERSHIP.

RESIGNATION OF THE HON. DR. S. W. TSO.

PRESIDENT'S TRIBUTE TO A VALUED COLLEAGUE.

Tributes to the services of the Hon. Dr. S. W. Tso, O.B.E., as a member of the Sanitary Board were paid by the President (Mr. W. J. Carrie) at the fortnightly meeting yesterday, and a welcome was also extended to his successor, Mr. T. N. Chau.

Mr. Carrie said:— Since our last meeting we have lost the senior unofficial member of this Board, the Hon. Dr. S. W. Tso. I cannot let such an event pass without saying a few words of farewell, though Dr. Tso has not really left us and will continue, I know, to co-operate with us from a higher plane.

Dr. Tso has been a member of this Board for a longer period than any of us here now, namely from November 15, 1918. He has borne the brunt of the fray for over a decade and seen epidemics come, fought and go. I need not go into detail and would mention here only the great vaccination campaign of 1923 which owed much of its success to Dr. Tso's labours.

I shall not refer to the many other public activities of Dr. Tso. They have been mentioned elsewhere and the open mark of appreciation for his long and arduous labours on this Board and on many another Board and Committee is his appointment to the Legislative Council.

Splendid Co-operation.

As senior representative of the Chinese community on the Board Dr. Tso has always been in close touch with the Head of the Department. His work was by no means confined to these somewhat formal fortnightly meetings which we have in this room, but when occasions arose he would be in my office giving me the benefit of his long experience and knowledge of conditions among the various classes of the community, or together we would be climbing the steep stairs of a tenement house to see the actual conditions as they exist.

Complaints used to reach him—there are always bound to be complaints—regarding the activities of the executive officers of the Board. Dr. Tso appreciated to the full that as a member of the Board the responsibility was his as well as that of the Head of the Sanitary Department. He would come, therefore, day after day, to my office and discuss fully how it could be met. Though ever ready to receive these complaints Dr. Tso was equally ready to listen to both sides of the argument and if he was convinced that our activities were for the public good he became our devoted advocate, and by his own earnest manner was able to convince our previous detractors.

Welcome to Mr. Chau.

I am extremely sorry Dr. Tso has left us, and I wish he had not done so, but I appreciate his feelings that on appointment to the Legislative Council he should make way here for another spokesman for the Chinese community.

This brings me from the lament for his departure to the welcome for his successor. Mr. Chau needs no introduction from me to you all. He bears a well known and honoured name and he will I am sure prove a worthy upholder of a great reputation. He has already shown his worth on several committees and Boards and we now welcome his co-operation in our work for the furtherance of the public health of the Colony.

ARMED ROBBERS IN YAUMATI.

HOUSE IN PARKES STREET ENTERED.

BOGUS ELECTRICIANS.

An armed robbery was carried out yesterday morning by three men at No. 66, Parkes Street, Yaumati.

At the time there were two women in the house, one of them being an amah. The robbers gained entry into the premises under the pretext that they had been sent to inspect the electrical fittings in the premises.

Once inside the building, they had no difficulty in overpowering the two women, whom they bound and gagged and left in a front room. They then ransacked the house and left with money and jewellery valued at several hundred dollars.

The amah managed to free herself about fifteen minutes after the robbers' departure, and she lost no time in freeing her mistress, after which a report was made to the police.

KOWLOON TONG MARKET.

VOTE AND EQUIPMENT CRITICISED.

SANITARY BOARD MEETING DISCUSSION.

A discussion ensued when the plan of the proposed market for Kowloon Tong was laid before the members of the Sanitary Board at the fortnightly meeting yesterday. The Hon. Mr. J. P. Braga said he noticed from the President's minute that a sum of \$1,500 is to be provided for a small market such as that planned.

Another point which he wished to bring forward was with regard to the meat blocks which are still used as in the other markets. In order to minimise dirt and the danger of infection, he thought that the blocks should be made of some impervious material. In other places he had seen tables of enamelled material with glass tops. In any case an experiment with such blocks should be made in a modern market for Hong Kong.

Mr. Braga also spoke about *foki* using the market for sleeping purposes. He understood that the Medical Officer of Health had made a minute against the practice, which he thought should not be allowed especially in the case of a retail market.

In reply Mr. Carrie said that the amount allowed this year was \$1,500. So long as they had only this amount, they had to cut their coat according to the cloth. He suggested that the Board postpone the matter until about January next year.

Mr. Braga did not agree with the proposal and urged that the Board make a recommendation to the Legislative Council as the Finance Committee might sympathetically consider the passing of a special vote.

Reverting to the subject of wood blocks, Mr. Braga said that from a sanitary point of view they were objectionable.

Mr. Carrie thought that it was necessary to have wood blocks for chopping meat. Mr. Braga replied that he had seen marble slabs used in Calcutta.

Eventually it was agreed to defer this for a fortnight.

Besides the President (Mr. W. J. Carrie) those present at the meeting were Dr. S. C. Ho, Mr. Wong Kwong Tin, the Hon. Mr. H. T. Creasy, C.B.E., the Hon. Mr. J. P. Braga, Dr. W. V. M. Koch, the Hon. Mr. R. A. C. North (Secretary for Chinese Affairs), Dr. H. A. Fawcett (M.O.H.), and Mr. J. Watson (Secretary).

WINE SMUGGLERS ACTIVE.

REVENUE OFFICERS SEIZE MYSTERY JUNK.

A consignment of spirits from Macao which was being brought to the Colony in a junk was captured by the authorities on Sunday night, when a prison launch, returning from Lai-chikok to Hong Kong, sighted an unlighted junk moving in the fairway in the harbour.

As a result of the capture, two men were charged before Mr. E. W. Hamilton yesterday and were fined \$500 each, the alternative being six months' hard labour. It was stated that the duty on the wine in the junk amounted to \$10,700.

A Chinese woman and her *foki* were charged as a result of another capture by Revenue Officers at Chaiwan. A Chinese detective found six full jars of spirits of wine and nineteen empty jars on Board the woman's junk at Chaiwan. It was indicated that the woman did a thriving business with the fisher folk out there.

A fine of \$500 or in default, three months' hard labour was imposed.

SERIOUS ATTACK ON SCHOOLMASTER.

YOUNG SERVANT'S PLUCKY FIGHT.

Three men entered the flat on the third floor of No. 105, Nam Cheong Street, Shum Shai Po, yesterday morning at 5.30 a.m. and attacked the inmate, a schoolmaster, who was asleep in his room. The victim was taken by surprise and before he could make any resistance he was stabbed in the abdomen and head.

A young boy, aged 18, a servant of the schoolmaster, heard the noise and rushed into the room. The men turned their attention to the boy who put up a desperate struggle although one of the men held a dagger at the boy's throat. The lad started to yell whereupon the man passed the point of the dagger over the boy's throat, making a slight wound.

The three men then left the house without attempting to steal anything. The boy says that he does not know any of the three men and is not aware that his master had any enemies. It is suggested that political motives prompted the attack.

A KIDNAPPING CHARGE.

SIX MONTHS FOR MOTHER AND SON.

DISTRICT WATCHMAN COMMENDED.

"I am going to draw the attention of the Captain Superintendent of Police and the S.C.A. to what I consider to be smart work on the part of District Watchman No. 27," declared Mr. E. W. Hamilton at Central Magistracy yesterday when a Chinese seamstress and her son were charged with kidnapping a baby girl and selling her to a junk mistress for \$35. "This Chinese watchman deserves commendation," added the Magistrate.

The child was stolen from a young Chinese woman—the "sweetheart" of the male defendant—and was finally located on a junk by the police upon information given by the District Watchman whose suspicions were aroused by a conversation he overheard and by the fact that he had not noticed the baby on the junk before. He communicated his suspicions to the police. When the junk returned to harbour, the child was restored to its mother and both defendants were arrested.

A Remarkable Story.

Both defendants pleaded not guilty. The man said that the mother of the child asked him to let her be his wife. She said she had no money and the child was hungry. He agreed to her proposal and hired a cubicle to live in from his mother.

On getting up early in the morning, he took the child to a teashop to give it some food. As he left the teashop he met his mother and handed the child to her while he went to play cards. After the game was over he returned to where he had left his mother and the child but they were not there.

"I am not concerned in the case at all," he asserted through the medium of the interpreter. "Later, my mother told me she had sold the child. I asked her for the money she got for it but she said it paid the rent of the cubicle I had occupied with my sweetheart and the child. Some hours afterwards, she handed me \$5."

A Bad Bargain.

The mother told a different story. She said she was about to start her work as a street seamstress when her son arrived with the child. He told her his "sweetheart" wanted to sell it and asked defendant if she could negotiate the sale. This she did "quite innocently" and took the child to the junk mistress.

Magistrate: The man says you gave him \$5; how much did you get for the child?

Defendant: I don't know. I received a wad of notes which I gave to him.

The junk mistress alleged that she paid over \$35 for the child. Her daughter corroborated this statement.

Mr. Hamilton: I am very sorry for this lady but the police only found \$6 on the man. This can be handed over to her. The remainder of the \$35 is, I am afraid, irrecoverable. This has been a bad bargain for you.

Remarking that the case against the defendants was "as plain as a pikestaff," the Magistrate sentenced them both to six months' imprisonment.

APRIL CRIMINAL SESSIONS.

SEVEN CASES ON THE CALENDAR.

Seven cases will be heard at this month's Criminal Sessions which open to-morrow morning at 10 o'clock before Mr. Justice Wood, and continue until Tuesday.

Two cases are on the list to-morrow. Pang Liu and Wong Tai Chuen are charged with robbery by two or more on January 16, the property stolen being jewellery and \$350 in money. A similar charge is preferred against four men in respect of property and a sum of \$233.10, with additional counts of receiving stolen property against three of the accused and another of unlawful possession of ten rounds of ammunition against one man.

On Friday afternoon, the trial will start of a Chinese alleged to be guilty of the unlawful possession of a revolver and five rounds of pistol ammunition on March 10, and the robbery of a pair of gold earrings and \$150 in money at Wongnei-ching Gap Road on February 8.

The indictment against four men, who will be brought up at 10.30 on Monday morning, includes unlawful possession of five revolvers, a dagger, and 40 rounds of ammunition in addition to robbery by two or more on February 7.

Two cases on Tuesday concern robbery of property and money. Four men are involved in one case and one man in the other.

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NEW ADVERTISEMENTS.

PENINSULA HOTEL.
GRILL ROOM & ROOF GARDEN.
FRIDAY, 20th APRIL, 1929.

WE beg to Notify PATRONS that the "GRILL ROOM & ROOF GARDEN" will not be held on the above date as the Grill Room and Roof Garden have been reserved for the CHAMBER OF COMMERCE BANQUET in Honour of H.R.H. THE DUKE OF GLOUCESTER.

HONG KONG HOTEL, ROOF GARDEN
DINNER DANCE as Usual.
Also, on This Date, DANCE at the PEAK HOTEL.

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HONG KONG ENGINEERING & CONSTRUCTION CO., LTD.

NOTICE IS HEREBY GIVEN that the SEVENTH ORDINARY MEETING of the SHAREHOLDERS of the HONG KONG ENGINEERING AND CONSTRUCTION COMPANY, LIMITED, will be held in the Office of Messrs. SHEWAN TOMES & CO., 50, St. George's Building, CHATER ROAD, Hong Kong, on WEDNESDAY, the 17th APRIL, 1929, at 11 A.M., for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ended on the 31st December, 1928, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 17th APRIL, 1929, Both Days inclusive.

By Order of the Board,
J. BUCHANAN,
Acting Secretary.
Hong Kong, 5th April, 1929.

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, P. & O. BUILDING, on MONDAY, the 29th of APRIL, 1929, at 11 A.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th of APRIL to 29th of APRIL, Both Days inclusive.

DOUGLAS, LARSEN & CO.,
General Managers. [7651]

THE BRITISH LEGION.
HONG KONG BRANCH.

THE 5th ANNUAL GENERAL MEETING will be held at 5.15 P.M. on THURSDAY, 18th APRIL, 1929, in the BOARD ROOM of Messrs. JARDINE, MATTHEWS & CO., LTD.

Business—
To receive the Report and Accounts for Year 1928.
To elect Officers.

A. PIERCEY,
Hon. Secretary.
[7659]

HONG KONG GENERAL CHAMBER OF COMMERCE.

A GENERAL MEETING of MEMBERS will be held on FRIDAY, the 19th APRIL, 1929, at 4.45 P.M. in the Office of the CHAMBER OF COMMERCE, to nominate a MEMBER of the Chamber for Appointment to the LEGISLATIVE COUNCIL during the Absence from the Colony of the Hon. Mr. J. OWEN HUGHES.

Notice in Writing of the Names of Candidates and their Proposers and Secondors to be lodged with the SECRETARY at Least 48 Hours before the Time appointed for Holding the Meeting.

By Order,
M. F. KEY,
Secretary.
Hong Kong, 12th Apr. 1929. [7648]

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the UNITED ASBESTOS ORIENTAL AGENCY will be held at the Office of the Undersecretary on WEDNESDAY, the 24th DAY of APRIL, 1929, at ELEVEN O'CLOCK in the Forenoon, for the purpose of considering and, if thought fit, passing the following Resolution as an Extraordinary Resolution, that is to say—

"That the Company be Wound Up Voluntarily and that DODWELL & CO., Ltd., of Hong Kong, be appointed Liquidators for the purpose of such Winding Up."

AND NOTICE IS HEREBY FURTHER GIVEN that a Further EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Same Time and Place on FRIDAY, the 10th DAY of MAY, 1929, for the purpose of confirming the above-named Resolution as a Special Resolution.

Dated this 16th day of April, 1929.
DODWELL & COMPANY, LIMITED,
General Managers. [7651]

INTIMATIONS.

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the FOURTH EXTRA RACE MEETING to be held on SATURDAY, 27th APRIL, 1929 (Weather Permitting), may be obtained at the RACE COURSE, KOWLOON, and at the CLUB HOUSE, 11, BAY STREET, ENTRIES CLOSE at 12 O'CLOCK NOON on THURSDAY, 18th APRIL, 1929. [7644]

HONG KONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Provisional Certificate No. 57/1163 dated Hong Kong, 20th FEBRUARY, 1929, for One Share Numbered 131479 in the Name of LO WING CHU, Provisional Certificate No. 57/1163 dated Hong Kong, 20th FEBRUARY, 1929, for One Share Numbered 131479 in the Name of LO WING CHEONG and Certificate No. 5/NS 10963 dated Hong Kong, 21st DECEMBER, 1925, for One Share Numbered 190308 in the Name of GERARDUS WOUDEBERG, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 10th MAY, 1929, New Certificates for the Shares will be issued and the said Certificates Provisional No. 57/1163, Provisional No. 57/1163 and No. 5/NS 19063 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 10th Apr., 1929. [7633]

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that SEALED TENDERS in Triplicate, which should be clearly marked "TENDER FOR PERMISSION TO OBTAIN CLAY FROM A PARCEL OF CROWN LAND AT CHA KWO LING, S.D. III, N.T.", will be received at the COLONIAL SECRETARY'S OFFICE until NOON on MONDAY, the 22nd DAY of APRIL, 1929, for the Occupation for a Period of One Year from the Date of Notification of Acceptance of Tender of the Piece or Parcel of Ground, containing about 71 Acres shown coloured Red on Plan signed by the Director of Public Works and dated 18th FEBRUARY, 1929, but subject to certain conditions which can be ascertained at the Office of the Director of Public Works.

Each Tender must be accompanied by a Receipt to the effect that the Tenderer has deposited in the COLONIAL TREASURY a Sum of \$50 as a Pledge of the bona fides of his Offer, which Sum shall be forfeited to the Crown, if the Tenderer refuses to carry out his Tender and comply with the conditions, should the Tender be accepted.

Form of Tender and Further Particulars can be obtained from the Office of the Director of Public Works.

The Government does not bind itself to accept the highest or any Tender.

HAROLD T. GREASY,
Director of Public Works.
8th April, 1929. [7647]

FOR SALE.

SCHOONER-YACHT "SISTER ANNE."

A Fine Ship with excellent accommodation for cruising.
The "SISTER ANNE" is a shallow draught schooner-yacht with centre-board, dimensions L.O.A. 52', Beam 14', Draught, centre board up 4' 2", and centre-board down 7' 9".

Sleeping accommodation for 4 persons in two large and roomy trunk cabins, forward cabin contains 2 beds with drawers, wardrobe, two small lockers.

After cabin contains 2 beds, 2 settees with drawers, 2 large provision lockers with sideboards, wardrobe, 12 chest, dining table (folding), locker for books, shoes, etc.

Roamy and airy galley and lavatory. Designed and built in Shanghai, launched 1925. Teak wood throughout. Frames are 4" x 4" spaced 14" apart cent. to cent. the Planking is 1 1/2" x 2" thick, all picked materials.

She is extremely handsome, and will out-distance most vessels of her size and type, handles very well, behaves wonderfully in rough weather.

Vessel could easily be converted into a motor boat.

Apply to—
H. S. BRAND,
Acting Norwegian Vice-Consul.
Foochow, 8th April, 1929. [7650]

BRAEMAR TERRACE.

A FEW THREE ROOMED UNFURNISHED

MODERN EUROPEAN FLATS AVAILABLE NOW.

EVERYTHING UP-TO-DATE.

Motor Road to the Flats will be completed Soon.

RENTAL (Including Rates, Taxes and Water)—\$110 MONTHLY.

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SUGAR BOOK OFFICE. [7629]



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On 2nd Floor.

"ST. GEORGE'S" BUILDING
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TO SUIT TENANTS).

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CHARTERED BANK BUILDING.
[7638]

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From JUNE to End of OCTOBER.
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POTTER, 373, THE PEAK. [7634]

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your rheumatism, Gout, Catarrh, Arthritis,
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Dropsy, Rheumatism, and many other
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Kong—\$13; including Postage to
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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.35 p.m., stated:—

The anticyclone remains between the Loochoos and the Bonins. The depression has passed into the Pacific.

Local Forecast:—East winds, moderate, fine generally.

BIRTH.

KLUWIKY.—On April 13, at Swatow, to Mr. and Mrs. J. KLUWIKY, a son. [7654]

DEATH.

CURRY.—On March 4, at Exeter, after a long illness, GEORGE FRANK CURRY, late Local Secretary, Hong Kong and China Gas Co. Ltd. [7656]

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.
Night Editor (Wanchai Office): Tel. Central 4317.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, April 17, 1929.

ANOTHER DISARMAMENT TALK.

The American cruiser programme is expected to be a deciding factor in speeding-up disarmament efforts at the League of Nations' Preparatory Disarmament Commission which has just met at Geneva. According to opinion in League Circles, the prospects of fifteen new American cruisers, far from precipitating a new race in armaments, is more calculated to force the other Powers to arrive at some agreement that will prevent further competition.

The present meeting of the League's Preparatory Disarmament Commission constitutes, numerically at least, the greatest effort that has ever been made towards disarmament, for the Commission has increased until representatives of twenty-eight nations are now on it. These consist not only of all of the most important League members, but the more important non-members as well, including the United States, Russia, and Turkey. The utmost importance is attached to the fact that the U.S. Ambassador to Belgium, Mr. HUGH GIBSON, goes to Geneva fresh from consultations at Washington, and will therefore be in a position to make clear to the Commission the Government's policy of the new Hoover Administration.

Though the Commission is imposing from the standpoint of numbers, no secret is made in League circles that the prospects for any great progress towards disarmament are almost equally as unpromising. This is due principally to two reasons. First of all, since the lamentable efforts of the past few years towards disarmament (including the failure of the tripartite naval conference) the failure of the present Commission to reach any agreement on vitally divergent points, and the timely, or untimely death, of the Anglo-French naval agreement, absolutely no progress has been made towards agreement of any kind. In the second place, it is recognised that no serious disarmament efforts can be undertaken until after the June elections in England, and the new British Government has made known its position on the subject.

As a matter of fact, the present meeting of the Commission is being held only as a result of absolute necessity, first to meet the demands of public opinion, and secondly to meet the resolutions of the last Assembly, which insisted that the Commission reconvene as soon as possible and resume its efforts. The convoking of the Commission, however, is expected to have at least one result, and that is that it will permit the delegations of the five great naval Powers, Britain, the United States, France, Italy, and Japan, to get together in informal conversations and see if there is any basis yet for a possibility of agreement on naval limitations. In fact, as all progress towards disarmament to date has been checked by the inability of the naval Powers to agree, it is the intention of various members of the Commission to force this issue and compel the naval Powers either to agree or assume the responsibility for checking all disarmament progress.

Count Bernstorff, of Germany, has announced his intention of demanding that the Commission create a naval sub-commission, which all of the greater naval Powers will be represented, and that this sub-commission get to work immediately, pending the possibility of resuming disarmament negotiations again. In League circles it is not considered impossible that the work of such a naval sub-commission might lead up to the convoking by one of

the greater naval Powers of a new naval conference. While the month of June has been mentioned as a possible date for such a conference, this is generally considered as being too early after the British general election for any effective action.

Apart from this one development, the only other thing which the present Commission is expected to do is to kill definitely the Russian project for a flat 50 per cent reduction in armaments. This proposal is certain to meet immediate death by the Commission, for the reason that it has already killed projects based on the same principle as being impractical, and secondly, because it is determined not to change its present methods of work. These methods are based on the elaboration of a general disarmament convention which will have for its immediate object a limitation of armaments, based more or less on the status quo. While this convention was scheduled to come up at the present session for second reading, action on it will probably be postponed until some progress has been made by the naval Powers towards agreement. President Hoover has allowed it to be made known that the United States will participate in another naval conference only on condition that Great Britain completely accept the American contention set forth at the American-Power conference of 1927. If the American delegate now attending the proceedings at Geneva formally announces this decision, it is obvious that nothing definite can be decided regarding the convention of another full conference on naval disarmament. Events in that direction must wait until it is known whether the British General Election will bring about a change of Government, and if so, whether the new Ministry will abandon the attitude so strongly upheld three years ago when Britain, the United States, and Japan tried to come to an agreement on the cruiser problem, but failed.

News and Views.

The death is announced of Mr. G. P. Curry, a former secretary of the Hong Kong & China Gas Co., who passed away on March 4, at his residence at Exeter.

According to a report made to the police by Mr. W. A. Donaldson, of the China Mail, a gold chain valued at \$40 was lost on the third floor of the China Mail Building on the night of April 6, between 8 and 9 p.m.

A Chinese, age 63 years, passed away at the Kowloon Hospital yesterday morning from injuries which he received from a fall while attempting to board a motor-bus outside the Yau-mai Police Station on April 4.

Before Mr. T. S. Whyte Smith at the Kowloon Magistracy, a Chinese appeared to answer a charge of attempted highway robbery at the Chinese Road on Sunday morning. It was stated that the intended victim was Sanitary Inspector Roylance. A remand for one week was applied for and granted.

Charged with behaving in a disorderly manner whilst under the influence of liquor, in the bar of the Hong Kong Hotel, Thomas Williams, who appeared before Major C. Wilson yesterday, was fined \$5. Defendant admitted that he had had several drinks, but after he had been released on bail by the police inspector he had gone back and "apologised to the gentleman concerned."

In February last a Chinese merchant, Lee Beng Kee, sued Messrs. Silva Netto & Company in the Summary Court for recovery of \$1,000 for breach of contract in alleged failure to deliver 500 boxes of dried salted herrings. Mr. F. H. Loebe appearing for the plaintiff and Mr. Leo D'Almeida, sen., for the defendant. Judgment was reserved at the time. It is understood that the matter was settled in Chambers yesterday.

A report has been made to the Police by Mr. L. J. Jeeves, of the Kowloon Y.M.C.A., who states that between 8.45 a.m. and 9.10 on Sunday during his absence a gold wrist watch (Elgin), valued at \$70 with a chain bracelet was stolen from his room No. 142. Both articles have been recovered at the Yau Sang pawnshop, Shamshuipo. The pawnbroker states that the articles were pledged by a European whose identity has not yet been established.

A Chinese who appeared before Mr. T. S. Whyte Smith at the Kowloon Magistracy on a charge of stealing an iron bed rail from the residence of Mr. Capell at 9 Humphreys Building was sentenced to three months' hard labour. The defendant had been convicted of larceny only last month. The defendant said that the rail was protruding over the steps of the house and he merely picked it up and pushed it back on to the verandah. A houseboy employed by Mr. Capell said that he was called by the defendant and was told that the defendant was attempting to steal the bed rail. He saw the defendant with the rail in his hand.

Owing to the commandeering of vessels for the transportation of troops, launches running from Shanghai to Soochow, Wushih, Hangchow and Wuchow have suspended sailings by order of their owners.

Baron E. Sadiene, the Chinese Customs Commissioner at Kowloon, has been transferred to Ningpo. He left Kowloon for that port last Saturday. It has been rumoured that Mr. Basto has been appointed to take the Baron's place at Kowloon.

The engagement is announced of Captain Henry Lingard, M.C. (late R.A.F.), of Chiengmai, Siam, son of the late Mr. William Lingard and Mrs. Lingard, of Bradford and Harrogate, to Margaret, eldest daughter of Captain and Mrs. Milligan of Shanghai.

According to a police report, the Hon. Mrs. Morrison, residing at the Peninsula Hotel, lost from her dress on Saturday, sometime between 7 p.m. and 11.50 p.m., a platinum brooch, oblong shaped, set with a large pale blue sapphire stone in the centre, surrounded by small bright diamonds. The brooch is stated to have been lost somewhere between the Hotel and H.M.S. Cornwall and a reward of \$30 is being offered to the finder.

Searching for Oil.

A special expedition is being arranged for the purpose of surveying Kamchatka during the summer months and searching for oil. Geological surveys already conducted have proved that there is a district of 1800 square kilometers where signs of naptha are to be found. The best oil has been located in the Chinsk and Katagil districts, the naptha from these parts being good for fuel as well as producing an excellent quality of kerosene. Plans are now being formed to open up large canning factories in the Kamchatka district and supply foreign countries with the best fish caught in northern waters.

An A.P.C. Wedding.

All Saints Church, Tientsin, was filled to capacity on April 3 when the wedding took place between Mr. Ian Hay McGilchrist and Miss Florence Aileen O'Neill, Chaplain A.T. Naylor of the Second Battalion of the Border Regiment officiated at the first part of the wedding, after which the Rev. C. W. Scott performed the second part. The single ring ceremony was used. The groom is well known locally, having been in China for 25 years or more, going to Tientsin several years ago from Chinwangtao. He is associated with the Tientsin branch of the Asiatic Petroleum Co. Mrs. McGilchrist is the daughter of Dr. and Mrs. G. O'Neill of Tientsin. She has lived in that vicinity all of her life, and has been very active in Girl Scout and Ranger work.

Openings in China.

The fact that China is getting tired of silk was disclosed recently in London by a Chinese merchant who visited the British Industries Fair. He indicated that there is a chance for British manufacturers to develop an important business in China on lines suggested by the Prince of Wales. Up-to-date salesmanship, according to this expert, is all that is needed to popularise British linen in China. The well-to-do Chinese are looking for a change from their own traditional silken garments, he said. "They will not tolerate artificial silk in any shape or form. These pale-coloured and printed linen goods British manufacturers are showing in the London section are just the very thing fashionable Chinese want. There is a great future for manufacturers who are prepared to develop this market in the way suggested by our Prince, that is, to send out representatives or managers who can enter into negotiations personally with the Chinese merchants."

Jangling About Jerusalem.

The "only reason" why the Archbishop of Canterbury is not going to Jerusalem is that his host, Mr. J. P. Morgan, is detained in Paris. If the authorities at Lambeth Palace who have issued this statement really think anyone will believe it, they must be simple-minded men indeed. The real reason for the Archbishop changing his plans has been given—the Pope did not wish him to visit Jerusalem just now, where certain delicate negotiations are going on. Representations were made to London, suggesting that the visit be delayed—and it has been delayed. These are the plain facts as published in London and Rome, but now comes the feeble explanation from Lambeth Palace that because Mr. J. P. Morgan—who, it is well-known, is very busy in Paris discussing reparations problems, his guest, the Archbishop, is unable to proceed with the Mediterranean tour as planned. Probably there has been strong protest in England at the Prime Minister's plans being altered to please the Pope, and the Lambeth Palace statement has been issued to placate public opinion on the matter. Had it been issued a week earlier it might have had that effect.

A group of 23 Chinese girls from Shanghai are booked to give dancing displays at the various Theatres in Hong Kong in the near future. Known as the Shanghai Mei Fa Dancing Party they will open their season at the Po Hing Theatre, Kowloon and appear later at the Queen's and Star Theatres. The girls will give displays of classical and English dancing and singing. The opening date has not been decided upon yet.

Mr. Churchill's Budget.

To-day's cables confirm the forecast given in these columns yesterday regarding the plans of the Chancellor of the Exchequer. No new taxes are proposed, tea is to be cheaper, the tax on beer remains, and the tax on betting is to be repealed, bookmakers being licensed, and paying £40 for every telephone in their offices. As many of these gentlemen have a dozen or more telephones for their "turf accounts," business, the Postmaster-General will be able to show a good profit on the telephone service. The decision to issue licences to bookmakers is a wise one, and will put an end to the absurd anomalies which have hitherto existed. Street-corner "bookies" will no longer have to maintain an army of scouts to watch for men in blue or policemen disguised as navvies, waiting for a chance to see slips of paper and coins surreptitiously slipped into the bookmaker's hand. It is interesting to learn that people in Britain are spending less on alcoholic drinks and more on tea and sugar. This change in national habits—as Mr. Churchill puts it—is due to the almost prohibitive price of spirituous drinks, and the poor quality—plus high cost—of malt beverages. Temperance reformers will rejoice at the news of the steady decline in the consumption of alcoholic liquors, and in view of the removal of the duty on tea are not likely to protest vigorously against the proposal to reduce the cost of licences to retail beer and spirits. The cost of living in Britain has gone down—at least in theory—and compared with most European countries the country is maintaining its pre-war level. Altogether, a very hopeful Budget speech, and a diplomatic change from the many doleful utterances about Great Britain's economic position.

A Diplomatic Dilemma.

An extraordinary situation has developed in the Philippines where, despite announcements from Nanking that the famous Sino-Japanese "Tainan incident" is on its way to satisfactory conclusion, Chinese are working to strengthen a Japanese boycott specifically based on the allegedly unsatisfactory attitude of Japan in connection with this incident. The Chinese Consul in Manila, Mr. H. K. Kwong, and the Japanese Consul, Mr. Kogoro Yonegaki, obviously find themselves in a difficult diplomatic situation. The one cannot sponsor a movement with which his home Government is not in accord; the latter must find it hard to explain satisfactorily to Tokyo why the goods of his nation are still being discriminated against. At the same time, Mr. Kwong probably does not wish to place himself in the position of fighting his nationals in the Philippines, especially when they robe their actions in the garb of patriotism. Neither does Mr. Yonegaki care to involve himself in arguments over the merits of the Tainan settlement, with which he of course has had nothing to do. Of the two, however, Mr. Yonegaki is better off strategically. He has utilised the local Press to convey the thought that Chinese in the Philippines have placed the National Government on trial, in a measure, and that their acquiescence in the settlement arrived at by Dr. Wang and Mr. Yoshizawa constitutes a test of their loyalty to that Government.

Business, not Politics.

"An act of discourtesy" is Mr. Yonegaki's summing-up of the continuation of the boycott in face of the friendly situation prevailing between Nanking and Tokyo with reference to the Tainan affair. "Complaint might be made by Chinese here to their home Government if they are not satisfied with the negotiations," he added, "but they should not continue the boycott while the two countries involved are engaged in negotiation to settle their differences." Japan's trade with the Philippines is relatively small, and in the opinion of the Japanese Consul, it has not been hit hard by the boycott, though figures at the Chinese Consulate indicate that Chinese trade has gained and Japanese trade has suffered. Mr. Yonegaki admits that Japanese trade to Siam, the Straits Settlements, and South China has suffered. Independent observers are disposed to feel that economic rather than political causes lie at the root of the persistent continuance of the boycott. Chinese merchants, they believe, welcome an excuse to exercise pressure against Japanese goods, and are much more concerned in keeping out Japanese traders and Japanese imports than they are over abstract questions of national honour and presence of Japanese troops on Chinese soil. If this is a true interpretation, indications would seem to point to a considerable continuation of the boycott movement in the Philippines, whatever may be done concerning the Tainan settlement.

BUDGET PRESENTED IN COMMONS.**BETTING AND TEA DUTY REPEALED.****BUT INCOME TAX STILL UNCHANGED!****MR. CHURCHILL AND TORY RECORD.**

There was little of a sensational or dramatic nature in the presentation of the Budget in the House of Commons by Mr. Winston Churchill. The rumour of a rousing "election slogan" for the Conservative Party hardly materialized.

Mr. Churchill made the claim that the Government have saved £7,500,000 on armaments, compared with the year when the Labour Government was in office, and Civil Supply Services have been reduced by £3,500,000.

Objections imposed by existing Debt Contracts are down in four years by £175,000,000.

The estimated surplus at the end of the year 1929-1930, is £4,000,000.

The duty of 4d. per lb. on tea is to be abolished immediately, and an immediate reduction to the consumer is anticipated.

The Betting Tax is abolished, but bookmakers are to be taxed 2s. per annum on every telephone installed in their offices.

The Income Tax—No change!

[REUTERS' AGENCY AND BRITISH WIRELESS.]

LONDON, April 15.

The House of Commons was crowded to the doors for the presentation of the eagerly-awaited Budget, among those present being the Prince of Wales, a large number of Peers, and representatives of the Dominions. The galleries were packed.

In reviewing the financial position, Mr. Churchill said that the period of the Government's terms of office had been a chequered story. There was an industrial disaster in 1926, but after two years of quiet there had been a sensible improvement in the situation.

Prosperity at Home.

Despite the injury of the general strike, by which the Exchequer lost at least £20,000,000, the Conservatives had realised a respectable and solid Budget and a surplus.

The prosperity of the country had maintained its steady advance. The savings of the smallest class of investors had increased while the Government had been in power by £170,000,000. The cost of living had declined by at least eighteen points, while the symptom on which he dwelt with more confidence than on any other as indicating the general condition of the masses of the people was the increased consumption of tea and sugar, and a notable decline in the consumption of alcohol, which he believed to be due to a change in national habits and the growth of alternative beverages.

Tea and Sugar.

Before the Great War, the British people consumed every year 6.55 lbs. of tea and 81 lbs. of sugar per head. Last year, they consumed 9.15 lbs. of tea, and 80 lbs. of sugar, both of which constituted a record in consumption of those commodities.

Mr. Churchill claimed that the Government had saved £7,500,000 on armaments every year as compared with the year when the Labour Government was in office, while he said that the Civil Supply Services had been reduced by £3,500,000.

The obligations imposed upon the State by existing debt contracts had fallen, he said, by £175,000,000 in the space of four years, a figure which represented almost exactly what Mr. Lloyd George proposed to spend in two years in trying to win the General Election.

"The nation's meagre savings are apparently to be butchered to make a showman's holiday," declared Mr. Churchill, amid loud Ministerial cheers.

Balance of Trade.

Continuing, Mr. Churchill spoke of the country's trade, saying that the balance of trade had sensibly improved. The power of the community to export and invest capital abroad, thus fostering the export trade, had risen from £38,000,000 in 1924 to £149,000,000 in 1928.

New capital issues for Home investment in 1928 showed a growth of about £100,000,000 over 1924. Exchange activity and the flotation of new companies had yielded £20,000,000 last year, and he estimated a further growth this year, bringing the total to £22,000,000 in excess of the estimate for last year, and the total of £31,000,000.

He estimated to receive £28,000,000 from super-tax this year.

Surplus Figures.

Mr. Churchill estimated the expenditure for 1929-30 at £741,984,000, and the revenue on the existing basis of taxation at £733,940,000, giving a prospective surplus of £11,978,000 on the existing basis of taxation.

From taxes he expected to receive £274,650,000 and from revenue other than taxes a further £79,280,000.

No new taxes would be imposed this year. On the other hand, the tea duty would be abolished immediately, the cost to the Exchequer being £3,000,000.

He further announced that the betting tax would be repealed. It was the one tax for which he had been responsible which had been a failure. It had been more trouble than it was worth.

The "Bookies" Tax.

The bookmaker, in the future, would pay the present license or certificate duty of £10 per annum, and in addition he would pay £40 per annum for every telephone installed in his office.

A half per cent. would also be levied on the taking of the totalisator which he had been led to believe would be a fair equivalent to the license duty on bookmakers. The yield of these levies would be £350,000 in the current year and £900,000 in a full year. He admitted that the betting tax had been a failure and a fiasco owing to the volatile and elusive character of the betting population. The tax was also unfair in operation because it was paid by the honest bookmaker and not by his slippery rival.

Publicans Assisted.

Another concession announced was a 25 per cent. reduction in the license for the retail sale of beer and spirits, which was decided upon in view of the curtailment of the hours of sale since the War. This would cost £2,000,000 in a full year.

Other minor concessions, such as the reduction of certain harbour dues to assist the fishing industries, were announced, while Mr. Churchill also said it was proposed to grant improved telephone facilities in the rural districts. These concessions would reduce the estimated Budget surplus to £10,846,000.

Mr. Churchill also announced that the relief of rates for agriculturists would operate as from April 1 instead of from October 1. Super-tax and income tax would be unchanged. The abolition of tea duty will date from April 22, but coffee, cocoa and chicory will be unaffected.

Totals.

The total estimated expenditure for 1929-30 was £742,584,000, while the full revenue would be £733,690,000, leaving an estimated surplus at the end of 1929-30 of £4,096,000.

Tea Duty Repealed.

Explaining the tea duty remission, Mr. Churchill said that although three-quarters of the tea drunk in Britain was produced in the British Empire, tea from Java entered appreciably into the cheapest brands used by the poorest people, and to retain for Imperial reasons the tax on foreign tea would exclude from the benefits of remission the very class which the Treasury was seeking to benefit.

The abolition would cost approximately £6,160,000 in the present year, and he had every reason to believe that the consumer would benefit by an immediate reduction in the price of tea by 4d. per lb. The old tea duty was 4d. per lb.

The Silk Trade.

Defending the retention of the silk duties, Mr. Churchill said that the imports of foreign artificial silk yarn had shrunk to one quarter and British exports had increased by fifty per cent. Home production of artificial silks had risen from £23,000,000 worth to £51,000,000.

Twenty-one artificial silk factories had been recently erected in England, some by foreign firms, and the number of persons employed in the silk and artificial silk industries had risen from 26,600 to over 70,000.

The home price for artificial silk had fallen recently by 25 per cent. and the quantity available for home consumption had increased by 80 per cent. The tax, incidentally, produced assured revenue of over £6,000,000 per annum.

Government's Record.

Mr. Churchill dealing with the Government's efforts in the provision of public works, said that in the past five years, the Government had spent £300,000,000 on housing, roads, agricultural development, and providing trade facilities.

They have reorganised the electricity supply system, and they proposed to increase the percentage of grants for the maintenance and construction of roads and bridges from 33 per cent. to 50 per cent., according to classification.

(Continued on next column.)

THE SHIPBUILDING INDUSTRY.**LATEST FIGURES INDICATE REVIVAL.****BRITAIN'S SHARE.**

[THROUGH REUTERS' AGENCY.]

LONDON, April 16. A revival in shipbuilding is indicated by Lloyd's Register of Shipping, which shows that 1,337,000 tons were being constructed in Great Britain and Ireland on March 31, and 1,480,000 tons abroad, increases of 114,000 and 105,000, respectively as compared with December 31.

Figures for Great Britain and Ireland comprise 200,000 tons for British Dominions and 133,000 for sale or for foreign shipowners.

Tonnage commenced in Great Britain and Ireland amounts to 302,000 tons, compared with 260,000 in December 31, and 380,000 launched, while abroad 289,000 tons have been commenced and 214,000 launched.

Tanker tonnage under construction is 331,000 tons, showing a further reduction.

The tonnage of motor ships under construction in Great Britain and Ireland is 337,000, and abroad 369,000.

ANOTHER TRAM SMASH IN JAPAN.

[THROUGH REUTERS' AGENCY.]

40 CASUALTIES NEAR KYOTO.

[THROUGH REUTERS' AGENCY.]

OSAKA, April 16. The lure of cherry blossoms continues to exact a human toll.

Another accident occurred this morning, and there were 40 casualties reported in a collision of suburban cars near Arashiyama, Kyoto, where there are noted cherry blossoms, and a beautiful river.

An additional grant of 15 per cent. would be given in respect of all schemes in which not less than fifty per cent. of the men were drawn from depressed areas.

The Government's deliberate view was that unemployment could only be reduced to normal by a revival of industry generally, which was far preferable to setting the unemployed to work on road construction and on other forms of public work.

This was regarded by Mr. Churchill's hearers as a counter-blast to Mr. Lloyd George's schemes.

Country's Prospects.

On the general question of the state of the country, Mr. Churchill said that whatever might be the future of a particular industry or of particular localities, we were undoubtedly to-day a more powerful, more wealthy, more securely founded community than five years ago. We were steadily improving our conditions and compared with most European countries, were maintaining our pre-war level.

Gold Standard.

Speaking of the gold standard and the cost of living, Mr. Churchill admitted that the gold standard carried with it privations as well as reward. His hope and faith was that the privations were minor and temporary and that the reward would be major and permanent. Producing industries as well as the entrepot trade had derived a lasting benefit from the resumption of the gold standard.

He referred to the benefits it had conferred on Overseas Trade which constituted the keystone in times of peace of our economic position.

London, despite the sacrifices made by Great Britain during the War, had regained its solid international prominence.

We were still the greatest international market and we had been able to maintain money rates lower than those which normally prevailed in New York, while bills of exchange on London which after the war were so seriously menaced, had in the last few years regained their former honoured position as the favourite international instrument and token of commerce.

Living Costs.

There had been a decline in the cost of living as the result of our allegiance to sound money. This decline of eighteen points meant an increase in the purchasing power of wages equivalent to a remission of £160,000,000 a year in indirect taxation.

In regard to the debt operations of the present Parliament, the Chancellor said the nominal dead-weight of £7,598,000,000 had fallen to £7,501,000,000. The interest on the debt by the operation of the sinking fund had been reduced by nine and a half millions a year.

Resolution Agreed To.

Mr. Churchill announced that there would be two finance Bills, the first to contain only the necessary provisions for the protection of revenue, such as income tax, the repeal of the tea and the betting taxes.

All the complicated consequential clauses would be left to the next Parliament.

The Commons agreed to the Budget resolution including the repeal of the tea and betting duties. The House then adjourned.

THE DISARMAMENT COMMITTEE.**PROBLEMS CONFRONTING DELEGATES.****AGENDA AGREED UPON.**

[THROUGH REUTERS' AGENCY.]

GENEVA, April 16. At the meeting of the Preparatory Disarmament Committee, M. Litvinoff declared that the Soviet scheme of Disarmament was the only practical one.

The Chinese delegate outlined a scheme for the abolition of compulsory military service.

Count Bernstorff hoped that the German delegation would not leave Geneva before a solution was reached upon outstanding points, namely the questions of effectives and war material of land and sea forces.

The Committee then adjourned until Wednesday after agreeing to the agenda by which the draft convention for the proportional and progressive reduction of all armaments will be the first item discussed.

THE LASH FOR SOUTH AFRICAN FARMER.**NO CABINET INTERVENTION. SEQUEL TO MANSLAUGHTER OF A NATIVE.**

[THROUGH REUTERS' AGENCY.]

PRETORIA, April 15. The acting Minister of Justice has announced that the Cabinet, after full consideration, has decided that they are unable to recommend the Governor-General to exercise mercy in the case of the farmer, Nafte. The lashes will accordingly be administered.

A Capetown telegram, dated April 5, stated that a sentence by the Bethel (Transvaal) Circuit Court of ten lashes and seven years' hard labour on a white farmer, named Jack Nafte, found guilty of the manslaughter of a native employee, had caused a sensation amongst farmers all over the country. It was alleged that the native was flogged severely, tied by a leg to a tree head downwards, and died from shock as a result of the injuries, which included broken ribs and breastbone. General Hertzog ordered a postponement of the lashes pending investigation.

FRENCH REVENUE RETURNS.**A GOOD SURPLUS.**

[THROUGH HAVAS AGENCY.]

PARIS, April 15. The revenue returns for March totalled Frs. 2,930,000,000, showing a surplus of Frs. 432,000,000 compared with Budget forecasts and of Frs. 242,000,000 on March of last year.

For the first three months of the year, the surplus reaches Frs. 1,303,000,000 on the Budget forecast and Frs. 999,000,000 compared with the same period in 1928.

PRIMATE AND THE HOLY LAND.**REASONS FOR DELAY IN VISIT.**

[THROUGH REUTERS' AGENCY.]

LONDON, April 15. A statement from Lambeth Palace says the only reason why the Archbishop of Canterbury will not visit Jerusalem is that his host, Mr. J. P. Morgan, had been unexpectedly detained in Paris by work in connection with the Reparations Commission.

FARM RELIEF IN U.S.**CONGRESS HOLDS FORMAL MEETING.**

[REUTERS' AMERICAN SERVICE.]

WASHINGTON, April 15. The Congress met in extraordinary session to consider the Farm Relief Tariff Revision.

Mr. Nicholas Longworth was re-elected Speaker of the House of Representatives and other formal business was completed.

Congress adjourned till to-morrow.

GENERAL PANGALOS.

[THROUGH REUTERS' AGENCY.]

ATHENS, April 15. The ex-Dictator, General Pangalos has been committed to the Asinies on a charge of firing on the crowd on the eve of the elections.

The incident referred to occurred in November of last year.

JAPANESE TROOPS TO REMAIN.**TSINAN WITHDRAWAL POSTPONED.****CHINA'S REQUEST.**

[THROUGH REUTERS' AGENCY.]

TOKYO, April 16. It is learned from a reliable source that the Government, after a joint conference of leading officials, has decided to seek Imperial sanction for the postponement of the withdrawal of troops from Shantung.

This is owing to the Nationalists' repeated requests that they will remain, on account of China's present inability to guarantee the safety of Japanese lives and properties if the troops are withdrawn.

SINCLAIR TO GO TO PRISON.**FOR CONTEMPT OF COURT.**

Washington, April 8.—Mr. Harry F. Sinclair, multi-millionaire, petroleum magnate and head of a number of oil producing and refining concerns, must serve three months in gaol for contempt, according to a decision of the Supreme Court.

The Court's decision ends a legal battle of more than four years duration, which Mr. Sinclair has spent thousands of dollars and employed the ablest legal counsel of the land.

Teapot Dome Scandal.

The case grew out of the oil scandals of the Harding Administration, in which Mr. Sinclair's name was mentioned as a leading figure. He was cited to appear before the committee of the Senate investigating a lease obtained by his Mammoth Oil Co., on the United States naval oil reserves in the Teapot Dome district of the state of Wyoming, regarding details of how the Mammoth Oil Co. obtained the leases. This he refused to do on advice of counsel. Government prosecutors then cited him for contempt of court and he was found guilty by the lower courts. The Supreme Court to-day upheld the lower courts' decisions and Sinclair now must serve his sentence.

FAITHFUL UNTO DEATH.**GOVERNOR'S DRAMATIC END.**

Further details are to hand of the sudden death at Montreal on March 22 of Sir Lomer Gouin, Lieutenant Governor of Quebec, who was seized with a heart attack as he was entering his office on the way to prorogue the provincial legislature.

He died 20 minutes later in his wife's arms. It was first thought when he recovered consciousness after the collapse that he was fit for the day's duties.

"You Can Sign."

In addition to the prorogation he was to communicate the royal assent to a number of Bills. He foresaw the complications that would be caused by his non-appearance and with his dying breath he cried to another Minister: "You can sign!"

The Speaker ruled that this would be in order, and read the Bills without the actual presence of the Governor, who it was thought would complete them later, but he died before this could be done.

His death leaves Quebec without an official head. Gouin's term of office was the shortest on record. He began on January 10, succeeding Governor Perceux.

BRITISH TRADE DELEGATION WELCOMED IN MOSCOW.**RE-ESTABLISHMENT OF TRADE CO-OPERATION DESIRED.**

Moscow, April 3.

M. Litvinov, Soviet Commissar for Foreign Affairs, to-day received leading members of the British Industrial Delegation to Russia.

The committee of the delegation later issued a statement indicating that the prospects for establishing a basis for economic co-operation between the two countries had been frankly and informally discussed in the course of a conversation with M. Litvinov. The view has been expressed by both sides that no insuperable difficulties exist in the way of a settlement of outstanding problems.

M. Litvinov, who is leaving shortly for Geneva, informed the delegates that the Government had deputed M. Piatkov, acting chairman of the State Bank, to discuss the questions with the delegation. The British delegation comprises: Mr. Ernest Bennet, editor of the *English Review* and a member of the Produce Exchange, London; Sir William Joseph Isherwood, shipping engineer; Mr. George H. Drummond, chairman of Drummond's Bank; and Mr. Henry William Wolf, a prominent Leeds manufacturer.

"IRONSIDES" TO CLEAN UP WUHAN.**CENTRAL GOVERNMENT GAIN GROUND.****AMERICAN SHOT IN "TERN" AFFAIR.****ANOMALOUS POSITION OF SZECHUAN.**

Besides the three members of the crew of H.M.S. Tern, wounded by firing on the Upper Yangtze, Mr. John Marshall, an American news correspondent, was also hurt. He is described as being a passenger aboard the river gunboat.

General Chang Fat Fui and his "Ironsides" have been ordered by Chiang Kai Shek to clean up the situation above Wuhan. The complete control of Hupeh and Hunan by the Nanking Government is expected shortly.

The town of Changteh, Hunan, is being besieged by its former commander Tan Tao Yuan, who, emboldened by Nationalist successes, is endeavouring to regain his ascendancy.

Vernacular reports are that fighting is going on between the Szechuanese and Kwangsi troops near Shasi.

"IRONSIDES" IN THE FIELD.**KWANGSI LEADERS OFFER TO SURRENDER.**

[THROUGH REUTERS' AGENCY.]

HANKOW, April 16. Representatives arrived here last night from Tan Tao Yuan and Hu Tsung Tu offering to surrender.

It is understood the move was actuated by the advance of Chang Fat Fui's "Ironsides" from Wuhan under orders from Chiang Kai Shek to subjugate the Wuhan stragglers.

Further, the Generalissimo has instructed Ho Chien to drive out all Kwangsi troops from Hunan.

It is generally expected that Hupeh and Hunan will be completely under the dominance of the Central Government very soon.

Fighting Reported.

It is reported that fighting has broken out at a point between Shasi and Ichang, between Chang Fat Fui's "Ironsides" and Hu Tsung Tu's forces.

Up to now no details are available.

It is learned that from now on upper river boats will proceed under naval convoy.

The Theatre of War.**(Wah Tze Yat Pao.)**

SHANGHAI, April 16.

Government troops are marching against the rebels in five sectors. The gunboats, of which Chen Shao Kwan is in command, have taken Machiasai. The Kwangsi forces in Fung and Ichang are being attacked by both Government troops, and troops under the Szechuan General Liu Hsiang.

They are also engaged in Hunan and Kiangsi by Nationalist troops.

Wuhan Troops Pass Shasi.

[BRITISH NAVAL WIRELESS.]

SHASI, April 15.

A large number of pro-Kwangsi troops under General Hu Tsung Tu passed through Shasi to-day, still marching up-river and wheeling southwards into Hunan province.

It is reported that pro-Nanking gunboats have been in action (with the retreating Kwangsi-ites) below Shasi.

Szechuan Defied.

[CHANG, April 15.]

Liu Ho Tung, the holder of Ichang, is said to have mobilised his men in readiness for joining the war, on the side of Nanking, but he will oppose the Szechuanese.

FENG'S LATEST.**PEACEFUL AND LAW-ABIDING.****(Wah Tze Yat Pao.)**

SHANGHAI, April 16.

Marshal Feng Yu Hsiang's latest statement is as follows:—

For the participation of the campaign against the Wuhan rebels, six of Feng's divisions were detailed, but were immediately withdrawn as soon as Wuhan was captured by the Government troops. He has obeyed the Central Government absolutely from beginning to end.

Feng is now recuperating in Hwasian in Shensi, and will go to Nanking upon recovery.

"It is my nature not to be contentious," the proclamation continues, "and I am quite satisfied to be a member of the Kuomintang."

SUN LIANG CHENG'S DUTIES.**(Wah Tze Yat Pao.)**

SHANGHAI, April 16.

Sun Liang Cheng, Chairman of the Provincial Government of Shantung, has arrived at Tsinan. He states that under instruction of the Central Government, he is responsible for the military and civil administration of the province.

H.M.S. TERN ATTACK.**ANOTHER CASUALTY ON BOARD.****AN AMERICAN PASSENGER.**

[THROUGH REUTERS' AGENCY.]

HANKOW, April 16.

Mr. John Marshall, an American newspaper correspondent, and a passenger aboard H.M.S. Tern, was wounded when the warship was fired on near Ichang.

Three members of the crew were reported yesterday as wounded at the same time.

FANLING HUNT MEETING.

STEEPLECHASE CHAMPIONS TO BE DECIDED.

GOOD HORSES AND FINE RACES ASSURED.

[By EARLY BIRD.]

Many people will doubtless attend the final Steeplechase meeting of the Fanling Hunt which is to be conducted at the Kwant Racecourse next Sunday, the first race to start at 3 p.m. sharp.

A special train will leave Kowloon Railway Station for Fanling Railway Station at 1.50. On arrival at Fanling buses can be had which will convey racegoers to the racecourse for a minimum charge of 10 cents.

The attraction of a race like the Fanling Steeplechase Champions is certain to draw a big crowd of the usual followers of our little country meeting in addition to a large number of new racegoers who have not up to the present graced the meetings with their presence.

A very fair entry of well known country performers has been received, including a number of ponies who are unknown to the course.

The five events, with 13 entrants in the first race, 17 in the second, 12 in the third, 11 in the fourth and 18 in the last. There will be one one-and-a-quarter mile and one two-mile events.

THE RUNNERS.

Below I have given my followers some information regarding the relative ability of the runners and I have endeavored to classify them according to my idea of their form. My Lady.

An unbeaten contender, who, in spite of the weighty hand of the handicapper, has continued to carry on the good work for her sporting Canton owner, Mr. N. Hashim. She has won every event she has started in at Fanling, and certainly has a wonderful chance in next Sunday's big race if her training times are to be taken into consideration.

She will have less to do in the big event than on the last occasion she sported silk, as the weight of 161 lbs. is just 14 lbs. less than the weight she carried at her last appearance at Fanling.

ACE OF SPADES.

This useful candidate has some wonderful displays to his credit and although he was beaten by the narrowest of margins at the last meeting when he met As You Like It, to whom he had to concede thirty pounds in the Fanling Grand National, I am certain he will put up a much improved performance when he starts in the big event on Sunday, at 1.58 which is his weight for inches.

Another thing which will help the dandy black is that the distance is shorter by a quarter of a mile.

TANZO.

Although this pony has won a race at Fanling he has not had sufficient practice over the jumps of late to be a menace to the above two. Still, he is a healthy looking chap who appears to be equal to anything, and I have no doubt he will be tuned up for Sunday's racing. He should just about win his event as he has not been entered for the big race and will probably be seen out in the April Handicap, where the best he will meet will be Movanager or Duke of Nieblung.

CAVIARE.

Who appears to have met with very light treatment in the Handicap event, where he has the ridiculous burden of 145 lbs. to carry, which, in view of the fact that he is a 13.3 really means that he will have a pull of 16 pounds less weight for inches.

It would be as well as bear in mind that he won the Country Cup easily over a distance of one mile and a quarter at the last meeting, carrying a weight of 181 lbs. and accounted for five of our regular steeplechasers.

BRIN'S LIZIE.

Was a winner the last time out which was in a one-around event, carrying 170 lbs. He possesses wonderful stamina and is a bold jumper who likes the business. He has an engagement in the Championships and he must be an extremely good chance if his owner decides on sending him out here.

MOVANAGER.

This pony does not reach the class of those already mentioned, although he is a winner at Kwant and is known to possess marked ability when fit.

Although beaten at the last meeting I am afraid his connections are to blame, as he was rushed to the course the afternoon before the race which to say the least of it was rough on the pony.

However, I have no doubt he will be on hand in plenty of time at the next meeting.

DUKE OF NIEBLUNG.

Won his "maiden" at the last meeting by a very small margin over a distance of one mile. He is speedy, but somewhat uncertain. I could give him quite a nice chance if he could repeat the form he displayed on the flat.

FIRE CALL.

Ran a good race with the "Duke" at last meeting but I am inclined to think he will not do it again this meeting.

JAMES PROO.

This contender would be better suited over a sprint distance, as he seems to be losing a certain amount of dash as he gets on in years. However, he is nicely handicapped and has a habit of turning up when least expected.

CRAIGAVAD.

Showed a return to form at one of our recent meetings when he beat a good bunch of our constant steeplechasers in a cross country event. I do not think he is class enough to compete with the present stock despite his small handicap.

FANLING STAR.

As crazy as they make them. Ran third in the Grand National at the last meeting much to the surprise of everybody. He is a fair jumper, if he likes, and doubtless could do much better.

He is well worth a ticket or two if he should come back to his old form.

SOLITAIRE.

This pony has been treated to a very well deserved rest since he last sported colours and may have improved since his last race.

He is a sure jumper but a little slow on the run in.

BLOTTING PAPER.

I know this pony has been off colour for some time now and possibly may not start at the next meeting.

TAP SIAC.

Has a placing to his credit at Fanling, and was once a good contender on the flat. Has recently had a rest on the M.L. lines which may have improved his temper.

DRAKE.

One of the gamest old battlers who ever jumped a hurdle and as honest as the day. I would give almost anything to see the old chap win a race, but I am afraid he is past it now.

MAY.

No good on the flat. No good over the sticks and to make it worse he is a little outlaw who will try everything to part company with his rider during a race.

Still, someday he will get wise and I am sure he will win easily.

SIANG RIVER.

An honest little pluggier who has usually been sacrificed by his sporting owner to enlarge a field if necessary. He is always thereabout no matter where he runs.

SIX HUNDRED.

Too old, too big, too clumsy for last steeplechasing. Would do better in the country.

CHARLESTON.

I cannot say whether he has even completed the course, so I shall have to pass him by.

GOLD MEDAL, PLOUGHMAN, TWO CLUBS, SENLOCK.

These ponies have no steeplechase form to recommend them. Therefore I cannot tell what they can do. Of the three Gold Medal is the best looking, which is all I know about him.

WHY NOT, STRATHLODNE, SEA HAWK.

Will never win a steeplechase.

RUGBY.

The following will represent the Club in the final match of the season v. H.M.S. Cornwall on the Club ground at 5.15 p.m. to-day:

R. J. Griev; H. V. Koop, V. W. L. Stanion, G. A. L. Plummer, L. Goldman; J. L. Bonnar, C. D. Wales; J. Riddell, E. R. West, A. R. Cox, H. R. Forsyth, D. L. Milne Day, H. F. Akhurst, P. L. P. Thomas, A. N. Othor.

U.S. BASEBALL IDOL.

BABE RUTH TO MARRY AGAIN.

[REUTERS' AMERICAN SERVICE.]

New York, April 16.

On the eve of his sixteenth major league season, the national baseball idol "Babe" Ruth has taken out a license to marry Mrs. Hodgson.

EXAMINATION OF CANDIDATES.

FOR THE ROYAL INDIAN MARINE.

PROCEEDINGS TO LAST TEN DAYS.

The first examination in India of Indians for entry to the King's Commissioned ranks of the Executive and Engineer branches of the Royal Indian Marine will be held in Delhi on June 25, 1929, and succeeding days.

The examination will last for about 10 days and the papers will be sent to England for correction by Civil Service Commissioners. The results cannot be expected before about September 1.

Successful candidates for the Executive branch will be required to spend nine months on the Indian Mercantile Marine training ship Dufferin, in Bombay in order to give them some experience of sea life before proceeding to England.

The Training.

During the period they are undergoing training on the training ship Dufferin, their parents or guardians will be required to pay Rs. 50 per mensem for each boy which includes board, lodging, tuition, medical attendance and games and in addition a sum of Rs. 10 per mensem on account of pocket money and laundry and use of text books and stationary.

They will then proceed to England for about two years, first half of which will be spent on His Majesty's ship Erebus.

The term on the Erebus, begins in September and those candidates who are accepted for the Royal Indian Marine will join the Erebus in September, 1930.

Successful candidates for the Engineer Branch will proceed as soon as possible to England for training as apprentices in selected engineering firms on the Clyde and Tyne. The training will last for five years and the parent or guardian of each boy will be required to execute an agreement to the effect that the boy will join the Royal Indian Marine at the expiry of his course of training provided that he is eventually passed as suitable.

The Vacancies.

At this examination three vacancies for the Executive Branch and four for the Engineering Branch will be offered to successful candidates provided they have obtained the qualifying number of marks. Candidates must have attained the age of 17 and must not have attained the age of 19 on July 1st, 1929.

Anglo-Indians are eligible to compete at this examination.

A candidate before being allowed to sit for the examination will be required to furnish proof that he has attained a general educational standard required for the diploma of Chiefs College, a school leaving certificate recognized by the Local Government matriculation examination of an Incorporated University or any higher examination.

He will also be required to satisfy the Medical Board at Delhi as to his physical fitness. Successful candidates will be eligible, according to the means of their parents, for financial assistance from the Government during their courses of training in England. A fee of Rs. 50 will be levied from each candidate for the examination.

LOCAL FOOTBALL.

TO-DAY'S GAMES.

The following games in the Hong Kong league are down for decision to-day:

Division II.

(Kick-off 3.15 p.m.)

K.O.S.B. Res. v. R.A.F. Sookun-poo ground. Referee: Mr. Samy.
Small Units Res. v. South China "A". Caroline Hill ground. Referee: Sergt. Bunting.
Kowloon F.C. Res. v. R.A. Res. Kowloon F.C. ground. Referee: Mr. Lawrence.

HOME FOOTBALL.

ENGLISH LEAGUE MATCH RESULTS.

[THROUGH REUTERS' AGENCY.]

LONDON, April 15.

The following were the results of football matches played to-day in the English League:

Division II. — Tottenham visited Hull and divided the points, each side scoring one goal.

Division III. (Southern). — Merthyr, at home, drew with Swindon Town, both sides failing to score.

"ESSENTIALS OF CHRISTIANITY."

THE WITNESS OF SHAW AND WELLS.

INTERESTING LECTURE BY SIR HENRY POLLOCK.

Sir Henry Pollock gave an interesting address to the Church of England Men's Society at the Cathedral yesterday on "The Essentials of Christianity as taught by Christ."

Professor Forster introducing Sir Henry said that during his period of inactivity, following the accident which confined him to his home for some months last year, the lecturer had been enabled to think out his position with regard to the subject of his address.

There were many things in the address itself which suggested that it had been prepared during Sir Henry's convalescence and one of the most striking passages was his defence of faith healing. Many people, said Sir Henry, were prepared to admit the efficacy of prayer to heal mental disorders, or to hasten convalescence but they contended that prayer could not mend broken bones, more rapidly than a surgeon could. That contention meant setting as the limit of God's power the skill of the best surgeon of the day, and in consequence that God's power to heal broken bones was greater now than in the time of William the Conqueror when surgery was a very rough-and-ready science.

Drifting Towards Disaster.

"My excuse," Sir Henry began, "for this paper is that the peoples of the world to-day are drifting individually, nationally and internationally towards disaster." He recalled an article by the Marquis of Salisbury in *The Nineteenth Century* of February, 1925, in which the author wrote "Unsettledness is the note of the present time." That was still true, but an intensive study of the Gospels had convinced him of their reliability both as an historical record and a guide to our conduct to-day. About ninety-five per cent. of the teaching of Christ was easy to understand, though it was not easy to follow. Bernard Shaw stated emphatically in his introduction to "Androcles" that the teaching of Christ is good sense and sound economics. And many of the difficulties which troubled professing Christians were easy of solution if the Gospels were studied faithfully. Christ claimed that He came to save the world meant that a trust in His example and sayings which would lead us to adopt them as our way in life would redeem the world. The great message of Christ was salvation by right conduct, actuated by the right spirit of love and self sacrifice.

Bernard Shaw on Miracles.

Of the Miracles, only two were essential, that of the incarnation and the Resurrection, but it also seemed that the numerous miracles of healing were so closely interwoven with the thread of the narrative that it was impossible to reject them. Bernard Shaw, on the same preface to *Androcles* said that there was as much evidence that the miracles of the Gospels had occurred as there was for the battle of Waterloo. "Miracles surround us on every hand; life itself is the miracle of miracles." And again "I cannot understand why men who say they can't believe that Jesus ever existed can believe that Shakespeare was written by Bacon."

His power of healing was delegated by Christ to all true believers in Him, but Sir Henry emphasised, the wonderful discoveries of science, surgery, anaesthetics, and drugs were part of the revelation of God and he would no more refuse to use them than he would pull down the electric wires from the walls of his house.

It was a tendency, Sir Henry said, for young men of to-day to derry Christianity as a "Cissy" religion for priests and petticoats, and the serious minded men who urged its necessity were called "die-hards" — men of the old school. But Christ was one of the "die-hards" of His day. The great essential of His teaching was unselfish and wholehearted service to others "irrespective of race or creed, and religion as He thought it could not be relied on from every-day life. H. G. Wells in "Mr. Britling Sees It Through" made Mr. Britling say "Religion is the first and last thing, and until a man has found God and been found by Him he begins at no beginning and finds no end."

At the close of the lecture questions were invited and answered by Sir Henry.

CENTRAL COURT CAMEOS.

[By "HUMANIST."]

"The constable didn't say why he wanted to see my client's license, Your Worship," complained a solicitor.

Mr. Hamilton stroked his nose thoughtfully. "Do you mean to suggest," he said, "that a policeman should give a reason every time he asks motorists to produce their licenses? If so, I quite agree with you. Some intimation of the reason should be given from the point of view of courtesy."

"But," ventured the solicitor sadly, "it is the law that no reason need be given."

"Yes," assented the Magistrate, "and it is also the law that your client shall pay a fine of \$5 for failing to produce his license when requested to do so by the constable."

"Hello!" exclaimed Mr. Hamilton brightly as another defendant stepped forward. "Another one of my old friends, eh?"

The Chinese chauffeur grinned in cheerful acquiescence.

"He," he replied, and continued to grin.

"Same old offence, I suppose," went on the Magistrate. "Letting your car in Chater Road, eh? Pay \$3, then."

He did.

"His car was left standing in the road, Your Worship," exclaimed a police sergeant. "Two wheels were on the grass border."

"Good Heavens," exclaimed the Magistrate. "He should be jolly thankful it was a car and not a horse he left there. If it had been a horse he would have been liable to a fine of \$250! That is the law."

"And more if the horse nibbled the grass," added the police sergeant.

"Perhaps the fact that cars do not eat grass accounted for the sigh of relief which Ah Yim gave when he paid the Clerk \$5 for his fine."

"I suggest, Your Worship, that the constable took my client to the police station. They walked," declared counsel.

"Mr. Hamilton smiled sceptically. "Not a bit of it," he retorted. "What happens when a constable is going to charge a motorist is that he sits very comfortably on a cushioned seat and tells the motorist to drive there. Walk! That is not in the routine of things!"

"The defendant says he was not driving the car at the time, Your Worship," said the interpreter.

"He shares the car with another man who was driving it at the time."

"If he comes this Box and Cox business, I shall fine both of them," retorted the Magistrate sternly.

"He says he is not guilty," persisted the interpreter.

"Can he bring evidence to show he was not in the car?" demanded the Magistrate.

"No, Your Worship," replied the interpreter.

"I think he is a liar," declared the Magistrate cheerfully. "I don't believe him for a moment. He'd better pay \$10 and think things over."

The next defendant's name should have been George Washington despite the fact that he was a typical Chinese youth.

"Guilty," he pleaded promptly to a summons for obstruction.

Mr. Hamilton glanced swiftly from a police record in his hand to the defendant.

"Hallo!" he exclaimed. "There is something wrong here. This is not that man's photograph."

"No, Your Worship," agreed Inspector Nicholl. "It looks as if there are two cars bearing the number 2115. This man's car is a private vehicle whereas the charge is against a public vehicle. I will look into the matter."

"He pleaded guilty on 'spec,' I suppose," observed Mr. Hamilton. "It is quite evident that he has a guilty conscience although he is not charged with any offence. As he has done nothing this time, tell him he is let off with a caution!"

"How many summonses for motoring offences have we to deal with to-day?" queried the Magistrate.

"One hundred and eighty in all, Your Worship," replied Inspector Nicholl.

The Magistrate mopped his brow with a handkerchief.

"The Court is adjourned until this afternoon," he declared faintly.

NEW LIGHT PLANE.

MACHINE ONLY 6.75 METRES LONG.

Dessau, April 12.—The Junkers works have constructed a new light two-seater aeroplane which has a length of 6.75 metres and a width of 10 metres. Its weight is but 280 kilograms.

According to the official classification of the International Federation, it will be included in the lightest class of aeroplanes.

The test flights have proved very satisfactory.

MECHANICAL STRUCTURE OF PLANTS.

INTERESTING LECTURE AT THE UNIVERSITY.

Dr. G. A. C. Herklots gave an interesting lecture at the Hong Kong University last night on "The Mechanical Structure of Plants." There was a large number of "Varsity" students present, and professors, including Professor C. A. Middleton Smith, who presided, and Professors Ride and W. Brown.

The speaker illustrated his lecture with excellent lantern slide diagrams of the various parts of plants. The classification of plants according to structure was fully explained and the lecturer dealt at length with the chemical substances which build up the strength of plants and trees.

The original seed cell, which he referred to as "the sausage," had the power of attracting the necessary substance needed for building of the plant structure. The differences in nature arose through the variations in this tiny cell, which made it build woods and stems of varying strength. Structures were built up, just as engineers build up a complicated steel structure, and incidentally, the tissues of hemp and flax were of almost metallic strength.

The speaker also explained the action of roots; the trunk with its rigid strength and the branches with their power of lateral movement.

Dealing with the leaves the lecturer said that each leaf contained an elaborate cell system, the cells being filled with water, but there were air spaces between the cells, amounting to 70 per cent. of the leaf. This was why a leaf was so light and floated on water.

Trees 4,000 Years Old.

At the conclusion of the lecture, Professor Middleton Smith thanked Dr. Herklots on behalf of all those present, remarking that all were very grateful for a very entertaining address. It was a most absorbing subject, especially from an engineering point of view. It was known that there are trees in California which are at least 4,000 years old. It is an astounding fact that even at that age, the trees are still "ever green." The older it becomes the greener it grows. However, he would like to ask Dr. Herklots a question which had troubled him. It is known that it is only possible to raise water to a height of 34 feet by means of suction. Then how was it possible for trees of over 200 feet high to receive water at the top?

Dr. Herklots after advancing a theory of his own remarked that the subject was one upon which very few botanists agreed.

Mr. Crook, Headmaster of Queen's College, who was present, was introduced as one of the Colony's oldest botanists. He asked Dr. Herklots a few questions about the creeper and its structure.

One of the students also asked Dr. Herklots a very interesting question. He said that it was the practice in his country to drive bamboo nails into trees instead of iron nails. Dr. Herklots explained that this was done because iron was a very poisonous to the sap of a tree.

ST. GEORGE'S DAY CELEBRATIONS.

THE DAY'S PROGRAMME.

SPECIAL SERVICE EVENTS.

St. George's Society are determined that St. George's Day, April 23, shall be celebrated this year on as ambitious a scale as the programme of their friends the St. Andrew's Society, on St. Andrew's Day.

The programme is as follows:—At 11.00 a.m. the President of St. George's Society of Hong Kong will lay a wreath on the Cenotaph.

The Committee hope that as many members as possible will attend. By kind permission of Lieut.-Col. C. H. Little, D.S.O., and Officers the Buglers of the 1st Bn. Somerset Light Infantry will sound the Retreat on the Cricket Club Ground (By Courtesy) at 5.30 p.m. (Weather permitting).

At 7.00 p.m. the President will broadcast the telegrams received from fellow Societies and give an address to Englishmen.

The President, Committee and Members of the Society will be "at Home" to H.M. Forces at 8.00 p.m. in the Lee Theatre, when they will be entertained to a smoking concert.

The Committee hope that as many members will attend as possible. The concert will be broadcast.

The broadcasting will be Z B W on 350 metres sharply tuned.

MISSOURI SCHOOLS AND THE BIBLE.

MEASURE FOR COMPULSORY READING DEFEATED.

April 4.—The lower house of the State Legislature to-day voted down a bill which would have made the reading of the Bible in Missouri state schools compulsory.

HONG KONG POLICE RESERVE.

[ORDERS BY MR. T. H. KING, ACTING CHIEF SUPERINTENDENT OF POLICE.]

China Company.

Constables R. Chung Man Lu and R.42 Poon P. Kong have been permitted to re-join, having completed one year's service, with effect from April 1929.

"FIRST AID TO THE INJURED."

Class for instruction in First Aid will be held at the Company's Headquarters on Wednesday April 17, at 3.30 p.m. sharp.

SIGNALLING.

The Signalling Squad will attend at the Company's Headquarters for practice in Morse and Semaphore under Crown-Sergt. R.15 O'Young Kin Hong on Wednesday, April 17, at 6.30 p.m. sharp.

ANNUAL EXAMINATION IN PAKKI.

The examination in Part II of Training Course will continue at the Company's Headquarters on Thursday, April 18, at 5.30 p.m. sharp under Chief Inspector H. Paterson. Principal of the Police Training School.

Indian Company.

PARADE.

Members of the Indian Company are reminded of the parade to be held at the Central Police Station on Tuesday, April 16, at 5.30 p.m. sharp.

Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, April 16. Fall in at the Tsimshatsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Winter uniform.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, April 18. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform.

Sharpshooters' Company.

STRENGTH.

Constables R.41

Haig

TO OPEN
Remove cap
raise lever and
push upwardTO CLOSE
Replace cap
and push
lever downNEW BOTTLE SEAL
(NO CORKSCREW)

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goes into the Haig bottle.Doctors are using it
Judges are using it
Sufferers from acidity
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a Weekly Press while he is away.
Let us have his Address, and send
us \$7.50 and we will send it to him

FOR SIX MONTHS

Money and Markets

HONG KONG MARKET
REPORTS.Quotations at yesterday's local
market for rice and other foodstuffs
were as follows:—

Rice.	Pet Picul.
Green Double Swords	\$7.20
Red Double Swords	6.29
Hung Hung To, Unglutinous	6.57
Hung Kum Ou	6.80
Ching Ng Fook	6.82
Hung Muk Keng	6.49
Wu Muk Keng	7.83
Black Seal, Broken	5.98
Red Seal, Broken	5.82
Black Seal, Pokmpei	5.93
Black Seal, Granulated	4.87

Miscellaneous.	
No. 24 coarse granulated sugar	\$ 7.68
White Pepper	145.00
Dried Persimmon	16.00
Bear's paw	8.50
White Grapes	38.00
Dried Mushroom, Mokoo	450.00

CANTON FLOUR MARKET.

The market for foreign flour is
still dull owing to high prices
though arrivals are large. The
native flour market is doing quite
well and prices have advanced by
about ten cents per bag. The fol-
lowing are the latest quotations on
the Canton market.

Big Cannon	\$4.90
Banana	4.14
Gunboat	4.50
Fa Ngua	4.15
Craymore	4.16
Cabbage	4.45
Big Mandarin Orange	4.23
Peach	4.13
Five Swallows	4.10
Pai Kwai	4.14
Double Flaga	4.13
Pine tree & Stork	4.08
Golden Ox	4.06
Flying Wheel	4.35
Dog's Head	4.30
Red Casket	4.07

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

Canton, April 15.	
Water Works	\$ 4.00
Electric Light & Power	4.55
Canton-Hankow Railway	.49
The Sun Company	99.00
Sincere Company	119.00
Nanyang Bros. Tob. Co.	4.70
Canton Tramways	2.70
China Merchants' Steam Navigation Co.	54.00
Central Bank of China	48.00

CANTON TRADE NOTES.

White sugar imported during
March amounted to 32,394 bags,
groundnut oil to 14,836 kegs and
peeled groundnut to 62,351 bags.During the past week, another
large consignment of straw mats was
exported from Canton. Straw mats
are made in Canton and the neigh-
bouring districts and are exported
mainly for overseas Chinese.Shipping business on the West
River has been badly affected by
the political crisis and several
steamers have ceased running. The
competition of the Canton-Samshui
Railway, which has recently reduced
its fares, is also being felt.Mangoes are unusually expensive
this year, the price being about \$25
for a box of about 48 cabbies, an
advance of \$7 to \$8 on last year.
The fruit is imported from Manila
and California, and small quantities
of rather inferior quality are pro-
duced locally. The local crop has
failed this year which accounts for
the increased cost.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rueby, April 15.	
Paris	124.25
New York	4.65 15/32
Brussels	34.95
Geneva	25.22
Amsterdam	12.09
Milan	92.65
Berlin	20.475
Stockholm	18.185
Copenhagen	18.21
Oslo	18.20
Vienna	34.56
Prague	164
Helsingfors	103
Madrid	32.625
Lisbon	1094
Athens	375
Bucharest	818
Sio	54
Buenos Aires	47 5/16
Bombay	1/5 15/16
Shanghai	2/0
Hong Kong	1/11 1/32
Yokohama	1/10 1/32
Silver, spot & forward	254

CHINA'S FOREIGN TRADE.

SEVENTEEN YEARS'
SURVEY.During recent years the volume
of China's foreign trade has grown
tremendously. Although the cus-
toms figures of the total imports
and exports during 1928 are not yet
available, according to expert es-
timates, the total amount of imports
and exports during the past year
was Tls. 2,170,000,000, exports being
Tls. 930,000,000 and imports, Tls.
1,240,000,000, showing an increase
of Tls. 11,000,000 and Tls. 227,000,000
in exports and imports respective-
ly, as compared with the preceding
year. From this estimate, however,
it may be noted that the excess of
imports over exports amounted to
Tls. 310,000,000, which is the highest
figure recorded in the history of
foreign trade in China in 65 years.The foreign trade of China
always has shown an excess of im-
ports over exports since 1834, ex-
cept in the five years of 1884 and
1872 to 1876. The best balance of
trade was in 1876, but the excess
of exports that year was only Tls.
10,000,000. From 1876 until 1902,
the excess of imports each year was
a few tens of millions. In 1902 the
amount suddenly went above Tls.
100,000,000 and in 1905 it amounted
to over Tls. 300,000,000. After the
crisis had passed the trend was
gradually down but in 1914 the im-
ports excess again exceeded Tls.
200,000,000. Then came the Great
War, and the volume of China's ex-
ports increased overnight. As a
result, the excess of imports for
1915 only amounted to Tls.
16,000,000, which is the lowest record
in the last 30 years. After the
cessation of the Great War China
once more became a world market.
Thus, in 1921 the excess of imports
amounted to Tls. 300,000,000, which,
if the estimates be correct, will be
exceeded only by the amount, last
year.The following is a table showing
the detailed amounts in millions
of Haikwan-tels of exports and
imports and excess of imports dur-
ing the 17 years since the advent
of the Republic of 1912:—

Year.	Imports.	Exports.	Total.	Excess
1912	473	370	843	103
1913	570	403	973	167
1914	569	356	925	213
1915	454	418	873	35
1916	518	431	949	87
1917	548	463	1,011	85
1918	554	435	1,040	119
1919	646	530	1,177	116
1920	762	541	1,303	220
1921	908	671	1,579	237
1922	945	654	1,599	290
1923	923	752	1,675	170
1924	1,018	771	1,789	246
1925	947	776	1,724	171
1926	1,124	864	1,988	259
1927	1,012	918	1,931	94
1928	1,240	930	2,170	310
Total	13,914	10,422	23,636	2,709

Estimated.

From the above table we may find
that during the past 17 years the
total excess of imports over exports
amounted to over Tls. 2,700,000,000,
or around \$4,000,000,000-Mex.

Further Details.

The detailed foreign trade con-
ditions of the various chief ports
during last year are as follows: (1)
Imports.—The amount for Shanghai
was Tls. 650,000,000, showing an in-
crease of 40 per cent. as compared
with that of 1927; Hankow, Tls.
60,000,000, an increase of over 30
per cent.; Dairen and Tientsin,
Tls. 150,000,000 each, showing an
increase of over 10 per cent. each;
Taiping, Tls. 39,000,000, showing a
decrease of 5 per cent. owing to
the Tainanfu incident. (2) Ex-
ports.—The amount for Shanghai
was Tls. 350,000,000 showing an in-
crease of 5 per cent. as compared
with that in 1927; Hankow, Tls.
17,000,000, an increase of 40 per
cent.; and Dairen, Tls. 180,000,000,
an increase of 5 per cent. As to
other ports the amounts for imports
all show a decrease to some extent.The Tainanfu incident curtailed
Japanese exports to China. Ac-
cording to a report from a reliable
source, the total value of Japanese
commodities held up in Shanghai
amounted to the boycott movement
amounted to Y18,000,000, and that
of commodities ready to be shipped
to China but held up in Japan,
Y25,000,000. Moreover, last year
was a year of national products
encouragement movements. The
efforts and determination of the
Chinese Government to develop
home industries were evidenced at
the National Products Exhibition
held in Shanghai. Therefore, it has
been stated that should there have
been no Tainanfu incident and no
National Products Movement, the
excess of imports over exports dur-
ing last year would have been much
more than the estimated Tls.
310,000,000.CASH RESERVES IN
CHINESE BANKS.

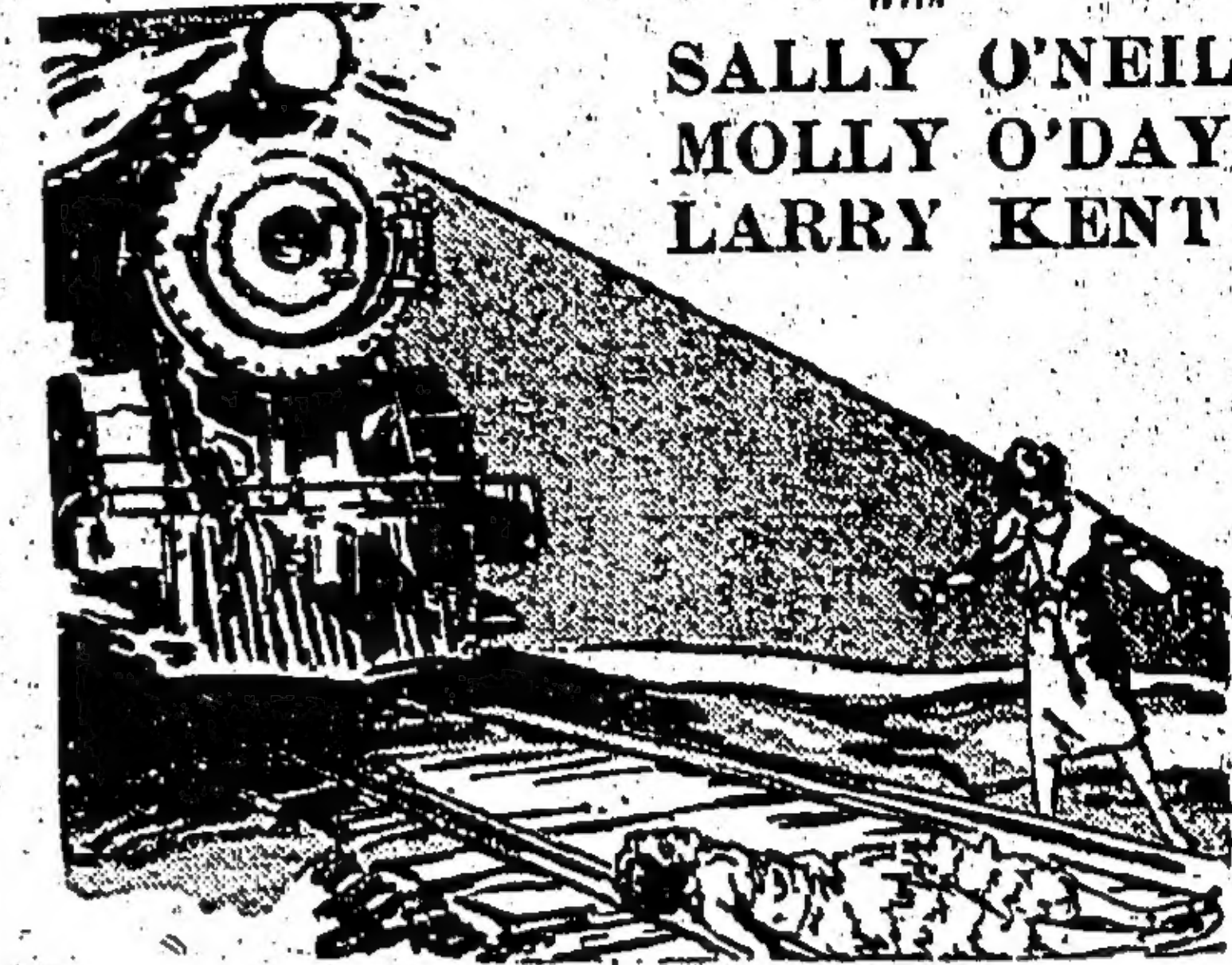
SEQUEL TO RECENT PANIC.

PEKING GENERAL CHAMBER
OF COMMERCE DECISION.At a meeting of the General
Chamber of Commerce of Peking
it was decided to appoint eight
representatives to co-operate with
government organs in investigating
the cash reserves of various local
Chinese banks and their business
conditions.This came as a sequel to the recent
financial panic which resulted in
runs on several banks and the clos-
ing of a few.One of the members of the Cham-
ber reported that there are some
\$70,000 notes of the Bank of Agri-
culture and Commerce held by the
local merchants.Negotiating Redemptions.
The amount of notes of the Ex-
change Bank was about \$170,000,
while the Sino-Scandinavian Bank,
which closed its doors shortly after
the suspension of the Exchange
Bank, had some \$105,000 worth of
notes on the market.Mr. Shen Hung Chao, a repre-
sentative of the Chinese Banking
Association, who attended the meet-
ing at the special request of
the Chamber, said that 17 banks
are members of the Associa-
tion. Besides there are nine
others which do not belong to the
Association but joined the Chamber
of Commerce. In addition, there
are 28 "cash" shops—33 money-
changing shops and two stock ex-
changes.It was proposed that those mem-
bers of the Chamber who still have
notes of the three banks which re-
cently suspended business, should
register with the Chamber so that
it will negotiate with the banks for
their redemption.NEW QUOTATION
MACHINES.PRESENT TICKERS UNABLE
TO DEAL WITH BUSINESS.A CURB SEAT SOLD FOR
Q. \$187,000.New York, April 11.—Installation
in New York City of a new type of
stock quotation ticker which will
keep abreast of a market handling
1,000,000 shares a day will occur
soon, according to the Western
Union Telegraph Co. Embracing a
radical departure in the printing
methods, the new ticker will record
two to three times faster than the
present type.A large installation force is being
organized to put the tickers into
operation and the work will take
several months. Despite all methods
of abbreviation the present style of
ticker is often as much as 90 minutes
behind current quotations on heavy
days.

More Installation.

Extension during 1929 of ticker
service by the New York Curb Ex-
change to principal cities from
coast to coast is expected by E.
Burd Grubb, chairman of the com-
mittee on quotations.Plans have been completed for
installation of the service by far West
as St. Louis and South to Rich-
mond, to include Louisville, Akron,
Columbus, Youngstown, Minneapo-
lis, Milwaukee and a number of
other cities.Mr. Grubb said that 1,527 curb
tickers are now in operation in New
York alone.More than 2,000 tickers have been
placed in operation throughout the
United States and Canada since
1921, and the number of cities serv-
ed has been practically doubled in
the last year.Arrangements have been made for
sale of three Curb Market mem-
berships, one at \$175,000 and two at
\$100,000 each. This is in addition
to a seat sold last week at \$187,000,
the record price.

NEW IMMIGRATION QUOTA.

AMERICAN CHAMBER OF
COMMERCE PROTEST.Washington.—Press reports state
that at the forthcoming annual
session of the American Central
Chamber of Commerce, a report of
the special immigration committee
of the Chamber will be taken up
for discussion, the report protest-
ing against the institution of the
new immigration quota which is
detrimental to immigration from
Germany, Ireland and the Scan-
dinavian countries.It will be pointed out that the
old immigration quota has work-
ed satisfactorily for all parties
concerned hitherto.FANLING HUNT
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STEAMBOAT INSPECTION CERTIFICATES.

HONG KONG-UNITED STATES AGREEMENT.

The U.S. Consulate General of Hong Kong has forwarded us the following circular, dated January 26, 1929, from the U.S. Department of Commerce and relating to examination certificates.

The circular is addressed to United States, supervising and local inspectors, Steamboat Inspection Service, collectors of customs, and masters, owners and agents of merchant passenger steam vessels of Hong Kong and is as follows:—

This Department having been officially advised by the Secretary of State that the authorities of Hong Kong will recognize as valid the steamboat-inspection certificates issued by the authorities of the United States to merchant steam vessels of the United States, and, in the case of vessels of the United States having unexpired certificates of inspection issued by officers of the United States Government, with

dispenise with any further inspection as regards hull, boilers, machinery, and equipments, including life-saving apparatus, except such as is necessary to satisfy the inspector that the condition of the vessel, her boilers, and life-saving equipments are as stated in the said current United States certificate of inspection, it is hereby ordered, under the authority conferred upon the Secretary of Commerce by the amendment of section 4400, Revised Statutes of the United States, approved March 17, 1906, that hereafter and until otherwise directed the merchant passenger steamvessels of Hong Kong sailing from ports in the United States and holding unexpired certificates of inspection issued by the duly constituted officers of Hong Kong shall be subject to no other inspection than such as is necessary to satisfy the local inspectors that the condition of the vessels, her boilers, and life-saving equipments are as stated in the said current Hong Kong certificate of inspection.

Masters to file Hong Kong Certificates.

The masters, owners, or agents of Hong Kong merchant passenger steam vessels holding certificates of inspection issued by the authorities of the United States shall immediately upon arriving at ports in the United States file in the office of the local inspectors, Steamboat Inspection Service, having jurisdiction in such ports, a copy of their current Hong Kong certificate of inspection.

Masters, owners, or agents of the Hong Kong merchant passenger steam vessels holding unexpired United States certificates of inspection shall also furnish the local inspectors a copy of their current Hong Kong certificate of inspection upon arrival at a United States port on their last voyage preceding the date of expiration of the current United States certificate held by such steam vessel, and it shall thereafter be examined and certificated in the manner provided herein.

The local inspectors will, upon receipt of the copy of the Hong Kong certificate of inspection, proceed at once to make the examination necessary to comply with the requirements of the act of March 17, 1906, heretofore referred to.

If, after such examination, the local inspectors shall find that the existing conditions of the vessel, her boilers, machinery, and life-saving equipments conform to the provisions of the steam vessel's current Hong Kong certificate of inspection, they shall furnish the master, owners, or agents a certificate to that effect on Form 989. Said certificate will be dated to expire on the date of expiration of the said steam vessel's Hong Kong certificate on file in the inspectors' office.

The inspectors will also send to the collector of customs, for file in the customhouse, a certified copy of the certificate issued by them as evidence upon which the clearance may be granted.

E. F. MORGAN, Acting Secretary of Commerce.

ANTARCTIC VESSEL.

TO BE GONE 12 MONTHS.

London.—Captain John King Davis, director of the investigation into the marine department of the Commonwealth of Australia, has been appointed second in command of the antarctic expedition under Sir Douglas Mawson, which is to leave the West India dock, in the Discovery, in June for the southern seas.

The final arrangements will be made at Hobart, Tasmania.

Sir Douglas takes a staff of 10 members besides 28 in the crew and expects to spend 12 months in the antarctic.

SUBMARINE POLAR TRIP POSTPONED.

New York, April 8.—Captain Wilkins, polar explorer, is postponing his proposed submarine north polar expedition until next year, it was announced to-day. The explorer had previously planned to start for the north polar regions this summer equipped with a specially built submarine for cruising under the ice packs around the pole.

PASSENGERS.

Departures.

The following passengers left by the Dollar liner Pres. Cleveland yesterday for Seattle:—Mr. and Mrs. S. I. Borden, Mrs. Ruth E. Dolphy, Rev. M. Merine, Mr. H. B. Sawyer, Mr. Edward E. Warner, Mr. Kee Yan Teng, Mr. and Mrs. Harry Ross, Mr. and Mrs. Kyujiro Nakanishi, Miss J. Nakanishi, Mr. and Mrs. A. A. Brimo, Mr. Ogilvie G. C. Kilne, Mr. Francisco Zamora, Mr. Richard Paradis, Miss Elsie Paradis, Miss Carmen Paradis, Mr. Louis H. Lisk, Mr. and Mrs. J. D. Ouer, Mr. and Mrs. Jose Yulo, Mr. and Mrs. J. M. Arellano, Master Oscar Arellano, Mr. and Mrs. C. Martin, Miss Marilyn Martin, Mr. Tong Di Tamtrakula, Rev. and Mrs. C. Rutherford, Miss Eleanor Rutherford, Miss Susan Rutherford, Master Kenneth Rutherford, Miss J. H. Skinner, Mr. Irene Wilson, Mr. Tan Lew Hong, Mr. W. A. Watson, Mr. T. Kimura, Mr. Thabamal, Mrs. K. N. Chan, Mr. Lam King, Mrs. Yee Kwan, Mrs. Yee Kwan, Mr. R. M. Ma, Mr. J. Yavdytsky, Mr. Wong Tau Ng, Mr. S. K. Liang, Mr. and Mrs. G. Lao, Mr. Woo Kun Hong, Mr. M. R. Cheng, Mr. Mei Sing Chun, Mr. Ting Sui Chang, Mr. J. R. Laing, Mr. Haley, Mr. and

Mrs. C. E. Pinel, Mr. E. J. W. Quinn, Mrs. Fung Wai, Mr. Tam Hon, Mr. Kam, Mr. Valentine S. Chapman, Mr. Francis A. Hollabaugh, Mr. A. Rosa, Comdr. and Mrs. Truman Riddle, Miss Ida M. Torrey, Miss M. F. Torrey, Mr. and Mrs. R. J. Schwartz, Mr. and Mrs. W. A. Delaney, Mr. and Mrs. F. C. Edwards, Mrs. Felina T. de Onsten, Miss Carrie F. Lamb, Lt. and Mrs. Kenneth Arrett, Mr. R. P. MacDonald, Master Robert MacDonald, Master John MacDonald, Miss Janet MacDonald, Miss Sibyl MacDonald, Miss Helen MacDonald, Mr. Edwin De Andrew, Mr. Charles Salter, Miss Stella Chiu, Miss Yam Moy Gay, Mrs. I. Handy, Miss L. L. Jones, Mr. N. Blaikie, Mrs. J. E. Skinner, Master W. Skinner, Master W. L. Skinner, Mr. C. F. Banks, Mr. and Mrs. S. C. Wu, Mr. Jhamatimal M. Sabunam, Mr. and Mrs. Chas. S. Buck, Mrs. Y. S. Dung, Mr. Chan Sui, Mr. and Mrs. J. M. Wright, Baron A. Sadoine, Mr. R. Hykes, Mr. Lok Fong Lo, Mr. Chan Peng Lu, Mr. and Mrs. Lincoln Wong, Mr. Dung Kai, Mr. K. L. Tao, Rev. Father Dougherty, Mr. Yee Sing Pun, Mr. P. Y. Kua, Mr. Von Schubert, Mr. Ying Sing Pan, Mr. Kam Hon Sang, Mr. F. G. Bunker, Mr. W. Peach, Mrs. Fung Mrs. Chan, Mr. Chu Wong Chung, Miss M. Henderson.

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OTHER SAILINGS:— SHANGHAI, ETC. CONTINENT, ETC.

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M.V. "Malaya" ... 10th June

M.S. "Siam" ... 2nd July

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Pres. Madison, Tu. Apr. 23, 9 a.m. Pres. Pierce, Tues. Apr. 30

Pres. Jackson, Tues. May 7 Pres. Taft, Tues. May 14

Pres. McKinley, Tues. May 21 Pres. Jefferson, Tues. May 28

Pres. Grant, Tues. June 4 Pres. Lincoln, Tues. June 11

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Pres. Van Buren, Sun. May 6, 8 a.m. Pres. Adams, Sun. June 16, 8 a.m.

Pres. Hayes, Sun. May 19, 8 a.m. Pres. Harrison, Sun. June 30, 8 a.m.

To Manila

Pres. Pierce, Apr. 23, 6 p.m. Pres. McKinley, May 11, 6 p.m.

Pres. Jackson, Apr. 27, 6 p.m. Pres. Jefferson, May 21, 6 p.m.

Pres. Taft, May 7, 6 p.m. Pres. Grant, May 25, 6 p.m.

For Bookings, Passenger and Freight Information apply to:

PEDDER BUILDING, Ground Floor.

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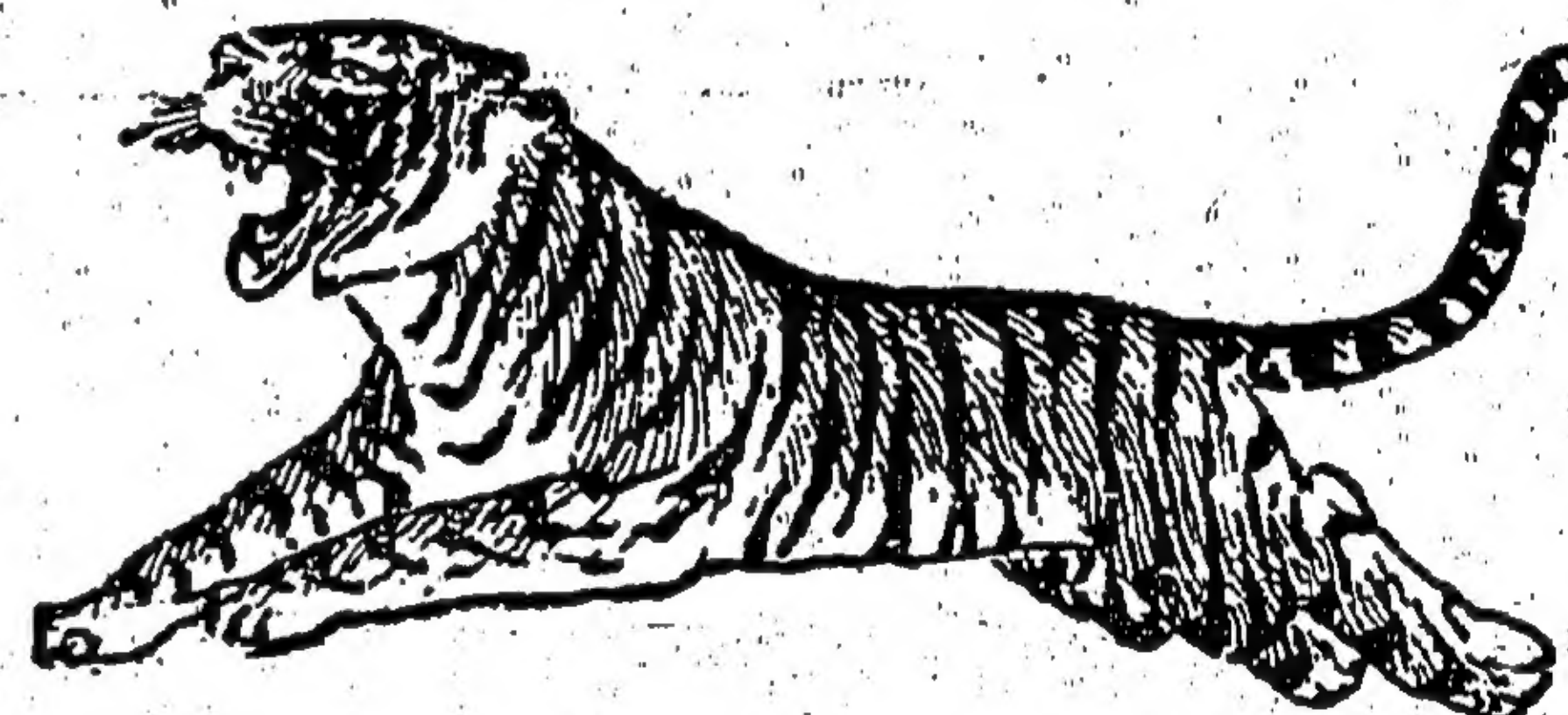
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SINGAPORE, SHANGHAI, SWATOW.

CHINA NAVIGATION COMPANY, LIMITED.

Saigon	On 17th Apr.	10 a.m.
WUHAN, CHANGCHOW, TIENTSIN & CHINAMPONG	On 17th Apr.	Noon
SWATOW & SHANGHAI	On 18th Apr.	8 a.m.
SWATOW & SHANGHAI	On 21st Apr.	8 a.m.
AMOI, SWATOW & SHANGHAI	On 21st Apr.	Noon
SWATOW & SHANGHAI	On 21st Apr.	3 p.m.
SWATOW & SHANGHAI	On 23rd Apr.	11 a.m.
AMOI, SWATOW & SHANGHAI	On 23rd Apr.	5 p.m.
SWATOW & SHANGHAI	On 25th Apr.	8 a.m.
SWATOW & SHANGHAI	On 25th Apr.	11 a.m.
SWATOW & SHANGHAI	On 27th Apr.	8 a.m.
SWATOW & SHANGHAI	On 27th Apr.	11 a.m.
SWATOW & SHANGHAI	On 28th Apr.	8 a.m.
SWATOW & SHANGHAI	On 28th Apr.	11 a.m.
SWATOW & SHANGHAI	On 29th Apr.	8 a.m.
SWATOW & SHANGHAI	On 29th Apr.	11 a.m.
SWATOW & SHANGHAI	On 30th Apr.	8 a.m.
SWATOW & SHANGHAI	On 30th Apr.	11 a.m.

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STEAMER	Days from Hong Kong	Days to East
TAIPING	7th May	14th May
CHANGTE	11th June	18th June
TAIPING	9th July	16th July

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S.S. "RHEXENOR"	via Suez Canal	8th May
S.S. "CITY OF LILLE"	via Suez Canal	18th May
S.S. "CITY OF SINGAPORE"	via Suez Canal	14th June

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CHENONCEAUX ... 23rd Apr.	D'ARTAGNAN ... 23rd Apr.
ATHOS II ... 7th May	SPHINX ... 7th May
D'ARTAGNAN ... 21st May	ANGERS ... 21st May
SPHINX ... 4th June	ANDE LEON ... 4th June
ANGERS ... 18th June	G. METZINGER ... 18th June
ANDE LEON ... 2nd July	PORTHOS ... 2nd July
G. METZINGER ... 16th July	CHENONCEAUX ... 16th July
PORTHOS ... 30th July	ATHOS II ... 30th July

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	HONG KONG BAROMETER AT SEA LEVEL	TEMPERATURE	WIND	HUMIDITY	WIND	HUMIDITY	WIND	HUMIDITY	WIND	HUMIDITY
	INCHES	DEGREES	INCHES	PERCENT	INCHES	DEGREES	INCHES	DEGREES	INCHES	DEGREES
Wladivostok	29.54	75.0	48	...	ESE	2	0	...	...	...
Nemuro	29.41	74.7	...	...	SW	4	...	...	...	...
Hokodate	29.61	75.0	...	...	WSW	2	...	...	...	...
Tokio	29.82	73.7	...	...	S	1	...	...	...	...
Kobe	30.10	76.2	...	...	SSE	1	...	...	...	...
Nagasaki	30.10	76.4	...	...	W	3	...	...	...	...
Kagoshima	30.16	76.6	...	...	NNE	1	...	...	...	...
Oshima	30.14	76.5	...	...	W	1	...	...	...	...
Naha	30.14	76.5	...	...	S	1	...	...	...	...
Ishigakijima	30.10	76.4	...	...	NNE	1	...	...	...	...
Bonin Island	29.49	74.9	64	73	ENE	4	b	...	...	...
Chafco	29.93	76.0	43	...	SSW	4	b	...	...	...
Shanghai	30.01	76.2	65	58	S	4	b	...	...	...
Guttsalt	29.93	76.0	72	76	SE	1	b	...	...	...
Sharp Peak	30.05	76.3	72	62	SSE	4	b	...	...	...
Amoy	30.05	76.3	71	86	E	2	b	...	...	...
Swatow	30.08	76.1	81	32	...	...	...	...	...	...
Taihou	30.08	76.1	79	...	WSW	2	b	...	...	...
Taihu	30.10	76.4	82	...	W	2	b	...	...	...
Taiwan	30.10	76.4	82	...	ENE	4	b	...	...	...
Koshun	30.08	76.4	77	...	WNW	2	b	...	...	...
Pescadore	30.10	76.2	76	52	E	3	b	...	...	...
Hong Kong	30.04	76.3	...	...	ENE	4	b	...	...	...
Gap Rock	30.01	76.2	81	49	SE	2	b	...	...	...
Macao	29.99	76.1	78	79	ENE	5	b	...	...	...
Hoihow	30.00	76.0	80	49	ENE	5	b	...	...	...
Pratas Island	29.98	76.1	83	39	SSE	2	b	...	...	...
Phu Lien	29.98	76.1	77	...	NNW	2	b	...	...	...
Tourane	29.98	76.1	82	...	ENE	4	b	...	...	...
Cape St. James	29.98	76.1	79	55	E	4	b	...	...	...
Basco	29.98	76.1	79	55	E	4	b	...	...	...
Aparr	29.98	76.1	79	55	E	4	b	...	...	...
Tuguegarao	29.91	75.9	86	38	S	1	o	...	...	...
Vigan	29.85	75.8	86	56	SE	4	o	...	...	...
Manila	29.85	75.8	86	56	NNE	4	o	...	...	...
Legaspi	29.84	75.7	85	61	N	2	o	...	...	...
Calbayog	29.85	75.8	79	86	N	1	o	...	...	...
Tacloban	29.80	75.6	86	85	NE	6	o	...	...	...
Loilo	29.80	75.6	86	85	NE	6	o	...	...	...
Cebu	29.81	75.7	82	81	NNE	2	o	...	...	...
Surigao	29.81	75.7	82	81	NNE	2	o	...	...	...
Saipan	12.22	29.81	75.7	...	E	6	o	...	...	...
Guam	11.00	29.76	75.6	...	E	2	o	...	...	...
Yap	...	...	...	...	...	...	...	...	...	...
Pelew	...	...	...	...	...	...	...	...	...	...
Ponape	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.79	75.6	86	84	NW	4	b	...	...

April 16d. 10A. 13m.—The anticyclone is now central between the Loochoos and the Bonins. A depression is still indicated to the north-east of Hokkaido, and pressure remains and relatively low S. Manchuria. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inch. Total since January 1, 2.27 inches, against an average of 8.60 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 17th.

DISTRICT.	FORECAST.
1.—Formosa Channel	E. winds, moderate; fine.
2.—South coast of China between Hong Kong and Loochoos	
3.—Hong Kong to Gap Rock	
4.—South coast of China between Hong Kong and Hainan	

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 16.

Barometer	Thermometer	Humidity	Wind	Force	Weather	Rain
80.07	80.08	29.90	...	...	...	...
74	74	74	...	...	...	...
54	72	72	...	...	...	...
E	E	E	...	...	...	...
3	2	4	...	...	...	...
B	B	B	...	...	...	...
0.00	0.00	0.00	...	...	...	...

Highest open-air Temperature, 15.74

Lowest open-air Temperature, 16.57

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

\$7.50

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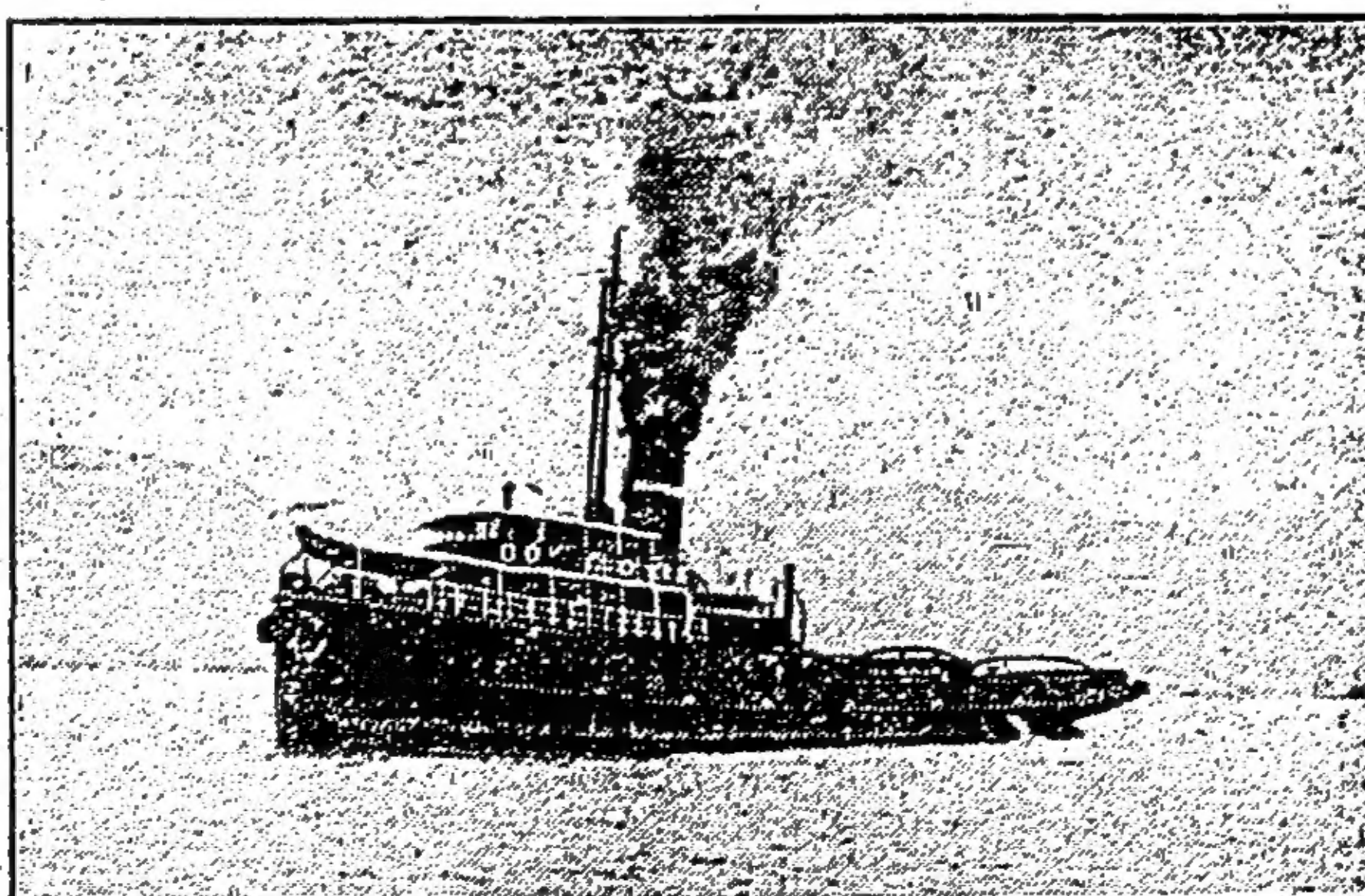
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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG" "KWAISANG" "HOFANG" "YATSHING"	Sun., 21st Apr., at 7 a.m. Wed., 24th Apr., at 7 a.m. Sun., 28th Apr., at 7 a.m. Wed., 1st May, at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"NAMSANG" "HOSANG"	Fri., 19th Apr., at 7 a.m. Fri., 26th Apr., at 7 a.m.
OSAKA via AMOI, SHAL, MOJI & KOBE	"KUTSANG"	Sun., 5th May, at 7 a.m.
STRAITS & CALCUTTA	"KUMSANG"	Fri., 10th May, at 3 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Thurs., 2nd May, at 10 a.m. Fri., 10th May, at 3 p.m.
TIENTSIN	"CHEONGSHING"	Fri., 26th Apr., at 4 p.m.
CANTON	"KWAISANG"	Wed., 17th Apr., at 11 p.m.

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Motor Vessel "GLENEBEG"	...	28th May
Steamship "GLENIFFER"	...	26th June
Steamship "GLENSHANE"	...	24th July

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "PEMBROKESHIRE"	...	27th April
Steamship "GLENIFFER"	...	11th May
Steamship "CARMARTHENSHIRE"	...	27th May
Steamship "GLENSHANE"	...	14th June
Motor Vessel "GLENGOLE"	...	21st June

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Freight S.S. "Dessa"	...	departure 28th April
Pass. S.S. "COBLENZ"	...	departure 4th May
Express Freight S.S. "Franken"	...	departure 20th May
Pass. M.S. "FULDA"	...	departure 1st June
Express Freight S.S. "Main"	...	departure 17th June

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.

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NEXT ARRIVALS FROM EUROPE:

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Freight S.S. "Franken"	...	due here 19th April
Pass. M.S. "FULDA"	...	due here 7th May
Freight S.S. "Main"	...	due here 17th May
Pass. S.S. "TRIER"	...	due here 5th June
Freight S.S. "Lahn"	...	due here 13th June

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SWATOW, AMOI & FOOCHOW

(Occupying 8 to 9 Days)

HAIYANG	...	Friday, the 19th Apr., at 1 p.m.
HAICHING	...	Tuesday, the 23rd Apr., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fuchow (Pagoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

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11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPEROR OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPEROR OF RUSSIA	June 26	June 29	July 2	July 4	July 13
EMPEROR OF ASIA	July 10	July 13	July 16	July 18	July 27
EMPEROR OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
EMPEROR OF RUSSIA	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 7
EMPEROR OF ASIA	Sept. 10	Sept. 13	Sept. 16	Sept. 18	Sept. 27
EMPEROR OF FRANCE	Sept. 26	Sept. 29	Oct. 2	Oct. 4	Oct. 13
EMPEROR OF RUSSIA	Oct. 10	Oct. 13	Oct. 16	Oct. 18	Oct. 27
EMPEROR OF ASIA	Oct. 21	Oct. 24	Oct. 27	Oct. 29	Nov. 7
EMPEROR OF FRANCE	Nov. 10	Nov. 13	Nov. 16	Nov. 18	Nov. 27
EMPEROR OF RUSSIA	Nov. 26	Nov. 29	Dec. 2	Dec. 4	Dec. 13

E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Apr. 19	Apr. 31	EMPEROR OF RUSSIA	Apr. 26
May 7	May 9	EMPEROR OF ASIA	May 10

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

KOREA MARU ... Wednesday, 17th Apr.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

TOYAMA MARU ... Monday, 22nd Apr.

MISHIMA MARU ... Monday, 22nd Apr.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

KITANO MARU ... Saturday, 20th Apr.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 24th Apr.

KAGA MARU ... Wednesday, 24th Apr.

BOMBAY via Singapore, Penang & Colombo.

BENGAL MARU ... Saturday, 27th Apr.

HAKODATE MARU ... Wednesday, 1st May

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BAKUTO MARU ... Friday, 19th Apr.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

HAKATA MARU ... Monday, 6th May

NEW YORK via PANAMA.

TOBA MARU ... Friday, 19th Apr.

LISBOA MARU ... Monday, 29th Apr.

LIVERPOOL via Port Said, Genoa & Marseilles.

LIMA MARU ... Friday, 18th Apr.

COLOMBIA via Singapore, Penang & Rangoon.

BANGKOK MARU ... Thursday, 18th Apr.

TOKUSEIMA MARU ... Monday, 29th Apr.

SHANGHAI, KOBE & YOKOHAMA

TOYOHASHI MARU ... Thursday, 18th Apr.

WAKASA MARU (Kobe direct) ... Thursday, 18th Apr.

DAKAR MARU ... Friday, 19th Apr.

KAGA MARU (Nagasaki direct) ... Saturday, 20th Apr.

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Shipping News

Daily Statement. Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 24,100 TONS;
THROUGH CARGO
19,800 TONS.

During the 24 hours ended at 9 a.m. yesterday the returns to the Harbour Office of cargo carried by vessels arriving in Hong Kong were as follows:—

	Cargo for H.K.	Through Ports.
Antenor	1	5,653
Ampullaria	1	7,846
Balikpapan	7,846	—
Jeyapore	747	5,059
Hamburg	—	—
Antung	Amoy	900
Ninghai	Canton	398
Chenan	Shanghai	750
Kweichow	Amoy	500
Canton	—	380
American	—	9,344
Pres. Cleveland	S. Francisco	1,331
S. Francisco	—	2,099
German	—	1,331
Doris	London	6,274
Norwegian	—	6,274
Ubrikka	Tourane	1,840
Tourane	—	1,840
Japanese	—	—
Toyoda Maru	Seattle	731
Meitan Maru	—	—
Milke	1,900	3,958
Hiyoshi Maru	Keelung	2,720
Chinese	—	5,251
Tak Hing	—	3,958
Macao	60	—
Total	24,100	19,787

Arrivals and Departures.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	7	5
American	1	1
German	1	0
Dutch	1	0
Norwegian	1	0
Japanese	3	2
Portuguese	1	0
Chinese	2	5
Swedish	0	1
Total	17	15

NAVAL MOVEMENTS.

The H.M.S. Dartmouth sails at noon to-day for Singapore and Home, and H.M.S. Caryfort leaves for Shanghai to-morrow.
H.M.S. Bluebell and Foxglove, two sloops returning Home from China, left Bombay on Monday.

The B.I. s.s. Santhia will leave for Singapore, Penang and Calcutta on or about Thursday, April 18, at 2 p.m.

DAILY WATERFRONT NEWS.

MARINE COURT

THREE CHARGES AGAINST A SEAMAN.

A Chinese seaman named Ho Hi of the motor-boat Whampoa appeared before Comdr. G. F. Hole, R.N., on the following charges at the Marine Court yesterday:—1. For failing to stop when called upon to do so by the Police; 2. Having charge of a motor-boat without certificate of competency; 3. Having charge of a motor-boat engine without certificate of competency.

He pleaded guilty and was fined \$20 or two weeks on the first charge, \$30 or three weeks on the second and \$30 or three weeks on the third charge.

In passing the sentence the magistrate stated that should the accused be unable to pay up the fines the sentences are to run concurrently.

Injured at Sea.

The master of the Jeyapore from Hamburg and Singapore reports that a lascar was injured on board and was taken ashore at Port Swettenham where he was admitted to hospital.

Asiatic Deck Passengers.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Antung (British) Amoy and Swatow	1,170
Chenan (British) Shanghai and Amoy	18
Kweichow (British) Canton and Tak Hing (Chinese) Autow	46
Total	1,234

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by the s.s. Antenor for Hong Kong:—Mr. C. W. Cumming, Mr. S. L. Horrobin, Mr. Stuybergher, Dr. L. H. Tibesar, Mr. St. J. Walsh, Mrs. Walsh, In Transit:—Mr. A. D. Box, Mr. A. J. Barnes, Mrs. Barnes and child and infant, Miss Campbell, Mr. J. H. Cuthbert, Mrs. Cuthbert and two children, Mr. D. C. Edmondston, Mrs. Edmondston, child and infant, Mr. F. J. Grew, Mr. H. Geary Gardner, Mr. O. Harpur, Mrs. Harpur and two children, Mr. T. J. R. Johns, Mrs. Johns and child, Master G. Johns, Mr. J. McE. Leckie, Mrs. Leckie, Mr. A. B. Lawson, Mrs. Lawson and child, Miss C. Newcomb, Mr. W. Mellor, Mr. A. C. Newcomb, Mrs. Newcomb, Mr. J. Pickering, Mrs. F. E. Shaw, two children and child, Miss W. G. Kent, Miss E. M. O'Sullivan, Mrs. M. F. Simpson, Mr. E. V. Tiencken, Mrs. Tiencken and child, Mr. W. S. Webb, Mrs. Webb, Miss Webb.

ON SALE.

HONG KONG HANDBAR RE-PORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1928.

Revised by Members.

PRICE \$5.

HONG KONG DAILY PRESS OFFICE.

ARRIVALS.

April 14.
Antung, British str., 2,107 tons, Capt. J. D. Milne, from Swatow, Stonecutters.—B. & S.

April 15.
Antenor, British str., 6,809 tons, Capt. A. E. Dodd, from Dairen via Shanghai, Holt's Wharf.—B. & S.

Jeyapore, British str., 5,318 tons, Capt. C. P. Cooper, R.N.R., from Singapore, Kowloon Wharf.—P. & O.

Times Maru, Japanese str., 1,306 tons, Capt. T. Nakamura, from Hongkong, Kowloon Bay.—M.B.K.

April 16.
Braaland, Norwegian str., 1,545 tons, Capt. F. N. Kos, from Canton, buoy No. B34.—Doddwell & Co.

Chenan, British str., 1,333 tons, Capt. A. Cook, from Amoy, buoy No. B19.—B. & S.

Chung Kong, Chinese str., 447 tons, Capt. K. Shau, from Tourane, buoy No. Q19.—Yau Lee & Co.

City of Glasgow, British str., 3,321 tons, Capt. Thos. P. Edge, from Singapore, Holt's Wharf.—Bank Line.

Hiyoshi Maru, Japanese str., 1,460 tons, Capt. M. Ohira, from Keelung, buoy No. C33.—M.B.K.

King Yuen, British str., 1,456 tons, Capt. J. D. Fraser, from Hongkong, buoy No. B14.—B. & S.

Kueichow, British str., 1,230 tons, Capt. A. F. Sumnerfield, from Canton, buoy No. C37.—B. & S.

Ninghai, British str., 1,432 tons, Capt. W. Peppin, from Canton, buoy No. C44.—B. & S.

Tijapana, Dutch str., 2,773 tons, Capt. Van der Kolk, from Swatow, buoy No. A23.—J.C.J.L.

Toyama Maru, Japanese str., 4,385 tons, Capt. T. Yamamoto, from Shanghai, buoy No. A6.—N.Y.K.

Ulrikka, Norwegian str., 833 tons, Capt. A. Persen, from Tourane, buoy No. C45.—J. Larsen & Co.

Van Heutz, Dutch str., 2,748 tons, Capt. Groothoff, from Singapore, buoy No. A8.—J.C.J.L.

CLEARANCES.

April 16.
Antenor, for Singapore.

Braaland, for Chenwan-tao, Chak Sang, for Swatow, Chenan, for Canton.

Hai Ning, for Swatow, Korea Maru, for Shanghai, Kueichow, for Chenchow, Meitan Maru, for Hongkong, Miho Maru, for Saigon, New Mashide, for Hoihow, Seachuen, for Amoy.

Wai Shing, for Saigon, Wing Wo, for K. C. Wan.

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"CITY OF GLASGOW" ... London, Rotterdam, Amsterdam & Hamburg ... 10th June

NEW YORK, BOSTON & BALTIMORE

"CITY OF LILLE" ... via Suez Canal ... 16th May

"CITY OF SINGAPORE" ... via Suez Canal ... 14th June

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"TINHOW" ... 18th April

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Steamship	Tons	From Hongkong (about)	Destination
"MIRZAPUR"	6,715	17th Apr., 4 p.m.	Straits, Colombo and Bombay
"KARMA"	9,128	20th Apr., Noon	Marseilles and London
"ALPORA"	5,273	24th Apr.	Straits, Colombo & Bombay
"MANTUA"	10,945	27th Apr.	Bombay, Marseilles and London
"NAGPORA"	5,253	4th May	Straits, Colombo & Bombay
"KIDDERPORE"	8,334	8th May	Marseilles, London and Hull
"KALYAN"	9,144	11th May	Bombay, Marseilles and London
"MOBEA"	10,938	15th May	Marseilles, London and Hull
"LAHORE"	5,252	1st June	Mars. L. don, A.werp, B. den, H. bug
"DELTA"	8,097	8th June	Marseilles, London and Hull
"JEYPORE"	5,318	15th June	Mars. L. don, A.werp, B. den, H. bug
"RAJPUTANA"	16,568	22nd June	Bombay, Marseilles & London
"PERIM"	7,648	29th June	Marseilles and London
"KASHGAR"	9,005	6th July	Marseilles, London and Hull
"RANPURA"	18,601	13th July	Bombay, Marseilles and London
"KASHMIR"	9,114	20th Aug.	Bombay, Marseilles and Hull
"MALWA"	10,960	27th Aug.	Bombay, Marseilles and London
"KARMA"	9,128	31st Aug.	Marseilles, London and Hull
"MOBEA"	10,938	14th Sept.	Bombay, Marseilles and London
"MANTUA"	10,945	21st Sept.	Bombay, Marseilles and London
"KHYBER"	9,144	28th Oct.	Marseilles and London
"MACEDONIA"	11,120	9th Nov.	Bombay, Marseilles and London
"KASHGAR"	9,005	23rd Nov.	Marseilles and London
"RAWALPINDI"	16,819	7th Dec.	Bombay, Marseilles and London
"MALWA"	10,960	21st Dec.	do.

* Cargo only.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SANTHIA"	7,754	18th Apr., 3 p.m.	Singapore, Penang & Cal
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